

F
189
B1B95

BALTIMORE.

The

Old Town

and the

Modern City.

COMPLIMENTS OF
THE BUILDERS EXCHANGE
OF BALTIMORE CITY.

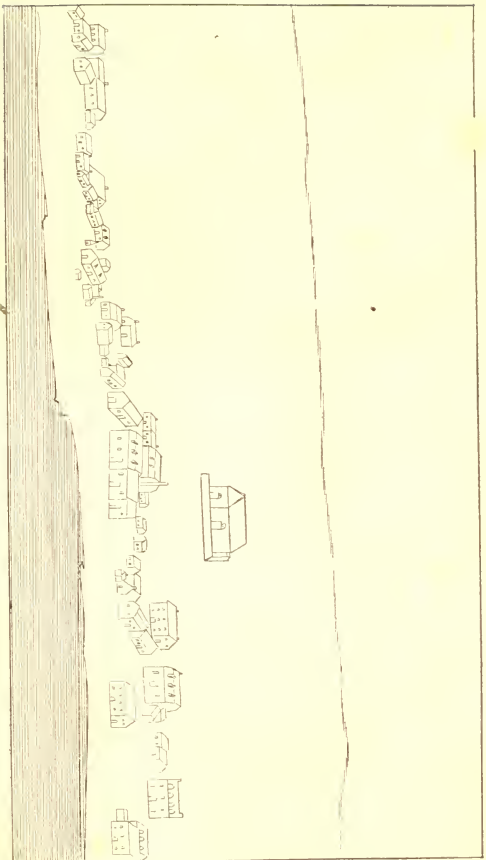


Class

Book

PRESENTED BY

45-42/27



BALTIMORE TOWN, 1752.

OFFICERS AND DIRECTORS

—OF—

THE ❖ BUILDERS ❖ EXCHANGE

OF THE CITY OF BALTIMORE,

AT THE TIME OF THE NINTH CONVENTION OF THE
NATIONAL ASSOCIATION OF BUILDERS.

President :

SAMUEL B. SEXTON, JR.

1st Vice-President :

WILLIAM FERGUSON.

2d Vice-President :

ISAAC S. FILBERT.

3d Vice-President :

PEMBROKE M. WOMBLE, JR.

Secretary :

EDWARD D. MILLER.

Treasurer :

BENJAMIN F. BENNETT.

Directors :

NOBLE H. CREAGER,
JAMES A. SMYSER,
WILLIAM V. WILSON, JR.,
HERMAN H. DUKER,
JOHN TRAINOR,
EDWARD D. PRESTON,

EDWARD L. BARTLETT,
GEORGE W. STARR,
JOHN B. SISSON,
HENRY A. SEIM,
E. HALL HASWELL,
WILLIAM C. WELLENER,

STANDING COMMITTEES.

Committee on Membership :

W. V. WILSON, JR.	W. A. GAULT.
JOS. H. HELLEN.	C. J. STEWART.
J. J. WALSH.	C. H. CLASSEN.
THOMAS L. JONES.	ALBERT WEBER.

WILLIAM E. McCAULEY.

Committee on Complaint :

GEO. J. ROCHE. H. B. HANNA. JOHN H. SHORT.

Committee on Architects, Plans and Contracts :

E. L. BARTLETT.	THEO. F. KRUG.
GEORGE KNIPP.	ARTHUR L. SHREVE.
HENRY SMITH.	

Committee on Printing Press and Publication :

JOHN TRAINOR. W. F. BEVAN. THOS. H. MOTTU.

Committee on Finance :

N. H. CREAGER. N. W. JAMES. J. F. ADAMS.

Committee on Entertainment :

E. L. BARTLETT.

JOHN B. SISSON.

JAS. A. SMYSER.

ISAAC S. FILBERT.

P. M. WOMBLE, JR.

Committee on Manufactures :

JOHN L. LAWTON.

GEORGE W. WALTHER.

FRANCIS P. K. WALSH.

F. X. DONNELLY.

GEORGE MANN.

Committee on Arbitration :

J. L. GILBERT.

JOSEPH LAMB.

A. J. DENSON

WM. MOHR.

J. T. BUCKLEY.

Committee on Legislation :

J. VERNON CAMPBELL.

JOHN S. BULLOCK.

F. F. GRAHAM.

Committee on Rooms and Rules :

A. FRANK GILBERT.

JAMES MAGINNIS.

HORACE NOBLE.

GENERAL COMMITTEE
OF
The Builders Exchange

In charge of Entertainment of the

NATIONAL ASSOCIATION OF BUILDERS,
AT NINTH CONVENTION.

EDWARD L. BARTLETT, *Chairman.*

SAMUEL B. SEXTON, JR.	WILLIAM FERGUSON.
ISAAC S. FILBERT.	PEMBROKE M. WOMBLE, JR.
EDWARD D. MILLER.	BENJ. F. BENNETT.
NOBLE H. CREAGER.	JAMES A. SMYSER.
GEORGE W. STARR.	WILLIAM V. WILSON, JR.
JOHN B. SISSON.	HERMAN H. DUKER.
HENRY A. SEIM.	JOHN TRAINOR.
E. HALL HASWELL.	EDWARD D. PRESTON.
WM. C. WELLENER.	WILLIAM F. BEVAN.
JOHN HILTZ.	J. FRED ADAMS.
JEFF. J. WALSH.	JOHN P. BRADY.
ISRAEL GRIFFITH.	GEORGE MANN.
ALEX. J. DENSON.	THEO. F. KRUG.

SPECIAL COMMITTEES.

Convention Hall:

EDWARD D. MILLER, Chairman.

WILLIAM C. WELLENER.

EDWARD D. PRESTON.

Excursion:

EDWARD L. BARTLETT, Chairman.

PEMBROKE M. WOMBLE, JR.

JOHN B. SISSON.

JAMES A. SMYSER.

ISAAC S. FILBERT.

Theatres:

P. M. WOMBLE, JR., Chairman.

HERMAN H. DUKER.

FRANCIS X. DONNELLY.

Souvenirs:

NOBLE H. CREAGER, Chairman.

JOHN TRAINOR.

WILLIAM F. BEVAN.

Hotels :

JOHN B. SISSON, Chairman.

LOUIS A. DIETER.

WILLIAM FERGUSON.

GEORGE MANN.

JOHN S. BULLOCK.

Carriages :

ISAAC S. FILBERT, Chairman.

HUGH SISSON.

E. HALL HASWELL.

GEORGE W. STARR.

FRANK F. GRAHAM.

Music :

JAS. A. SMYSER, Chairman.

WILLIAM V. WILSON, JR.

JOSEPH H. HELLEN.

Entertainment of Ladies :

B. F. BENNETT, Chairman.

JOSEPH H. HELLEN.

F. H. DAVIDSON.

THEO. MOTTU.

WILLIAM C. STEWART.

JOS. T. LAWTON.

JOHN H. SHORT.

GEORGE J. ROCHE.

S. FRANK BENNETT.

Program of Entertainment

OF THE DELEGATES AND VISITORS TO THE NINTH CON-
VENTION OF NATIONAL ASSOCIATION OF BUILDERS,
TO BE HELD IN BALTIMORE,
OCTOBER, 15th to 18th, inclusive,
1895.

Tuesday, October 15th, at 2.00 p. m.—Drive to Druid Hill Park and prominent portions of the city.

Wednesday, October 16th, at 10.30 a. m.—Excursion for the Ladies down the Chesapeake Bay to Annapolis; visit the State House and the Naval Academy. Refreshments and Music on board of boat.

Thursday, October 17th, at 2.00 p. m.—Gentlemen's Reception and Smoker on board of Steamer Columbia, and a trip down the Chesapeake Bay.

Thursday Evening, October 17th—Reception to the Ladies, and a Musical and Literary Entertainment.

The Committee on Entertainment of Ladies will take charge of the visiting ladies, and show them the different places of interest during their stay.

The Committee on Theatres will provide tickets for the guests, for such places of amusement as they may desire to visit.

There has also been adopted for this occasion suitable souvenir buttons (of silver), to which there will be attached various colored ribbons to distinguish the different delegations. Each Committee will wear the same color of ribbon corresponding with the delegation they have in charge.

COMMITTEES FOR SPECIAL ENTERTAINMENT OF VARIOUS DELEGATIONS.

COLORS FOR GUESTS AND FOR MEMBERS OF COMMITTEES
WILL CORRESPOND.

Committee to Entertain Delegates from Boston.

COLOR FOR BOSTON :

LIGHT BLUE.

Pembroke M. Wemble, Jr., *Chairman.*

E. D. Crook.	Hugh Sisson.	J. Reese Pitcher,
C. R. Evans.	N. W. James.	W. H. Anderson,
John L. Lawton.	Geo. W. Walther,	John J. Kelly,
F. P. K. Walsh.	H. S. Rayner.	Wm. McShane.

Committee to Entertain Delegates from Buffalo.

COLORS FOR BUFFALO :

RED ON LIGHT BLUE.

John S. Johnston, *Chairman.*

Lucas A. Foster.	Wm. Moore.	Geo. Hutmcke,
Thos. B. Rice.	John Hays.	Chas. A. Vaile.
Levi T. Brinkley.	John L. Thompson.	Edward Bradley.
Chas. B. Smith.	Samuel Green.	

Committee to Entertain Delegates from Chicago.

COLORS FOR CHICAGO :

OLIVE ON PINK.

George Mann, *Chairman.*

John McKnight,	James A. Boyd,	David M. Andrew,
Edward R. Berry,	Wm. Garthe,	W. H. Morrow,
C. M. Rogers,	L. A. Winder,	Albert Weber,
C. Kratz,	John Foos.	

Committee to Entertain Delegates from Cleveland.

COLOR FOR CLEVELAND :

PINK.

Israel Griffith, *Chairman.*

C. H. Classen,	W. A. Gault,	John T. Hill.
----------------	--------------	---------------

Committee to Entertain Delegates from Detroit.

COLOR FOR DETROIT :

VIOLET.

J. F. Adams, *Chairman.*

Geo. Knipp,	W. N. Rothrock,	Chas. H. Cromwell,
Thos. W. Jenkins,	J. C. Adams,	Geo. M. Hay.
C. Fred. Hutchinson.		

Committee to Entertain Delegates from Indianapolis.

COLORS FOR INDIANAPOLIS:

LIGHT BLUE ON YELLOW.

John Cowan, *Chairman.*

Geo. S. Kirkley, Jas. T. Armstrong, Frank F. Knecht.

Committee to Entertain Delegates from Lowell.

COLOR FOR LOWELL:

RED.

Wm. F. Bevan, *Chairman.*

W. C. Ditman, Thos. L. Jones, A. Kohlhepp.

Committee to Entertain Delegates from Lynn.

COLOR FOR LYNN.

PURPLE.

E. D. Preston, *Chairman.*

R. C. Boone, Charles E. Harker, Joseph Lamb,
Edmund Robinson.

Committee to Entertain Delegates from Milwaukee.

COLORS FOR MILWAUKEE :

RED ON WHITE.

William V. Wilson, Jr., *Chairman.*

Chas. L. Hilgartner, Benj. Franklin, J. H. Thormann,
F. W. Garrettson, A. R. Shipley.

Committee to Entertain Delegates from New York.

COLOR FOR NEW YORK :

ORANGE.

George W. Starr, *Chairman.*

J. J. Walsh,	H. B. Hanna,	Wm. D. Gill, Jr.
Matthew Gault,	C. H. Basshor,	A. L. Shreve,
Geo. F. Sloan,	Joseph Owens,	Frank B. Sloan,
	Alexander Russell.	

Committee to Entertain Delegates from Omaha.

COLORS FOR OMAHA :

RED ON DARK BLUE.

Thomas F. Fitzberger, *Chairman.*

G. W. Howser, J. W. Stallings, Hugh F. Kennedy.

Committee to Entertain Delegates from Philadelphia

COLOR FOR PHILADELPHIA :

SILVER GRAY.

John B. Sisson, *Chairman.*

Wm. Ferguson,	Isaac S. Filbert,	Jos. R. Wilson,
Horace Noble,	R. E. McClenahan,	Geo. W. Hetzell,
N. M. Rittenhouse,	Thos. Balderston,	Geo. M. Bokee,
J. D. Cashner,	Chas. H. Cowman,	A. S. Norrish,
	H. H. Font Le Roy.	

Committee to Entertain Delegates from Portland.

COLOR FOR PORTLAND :

OLIVE.

William Wellener, *Chairman.*

Jas. E. Evans,	_____	W. H. Weaver.
----------------	-------	---------------

Committee to Entertain Delegates from Providence.

COLOR FOR PROVIDENCE :

DARK BLUE.

Henry Seim, *Chairman.*

J. H. Morrison,	Jas. Maginnis,	Columbus J. Stewart,
Jno. B. Hanrahan,	H. Dellehay,	Thomas A. Swann.

Committee to Entertain Delegates from Rochester.

**COLOR FOR ROCHESTER :
BROWN.**

A. Frank Gilbert, *Chairman.*

E. A. Donnelly, Edw. J. Hanrahan, Henry F. Duker,
C. W. Coggins, Alvin Coriell, W. E. McCaulley,
Wm. Schwartz.

Committee to Entertain Delegates from St. Louis.

**COLORS FOR ST. LOUIS :
PURPLE ON WHITE.**

James A. Smyser, *Chairman.*

John P. Brady, B. Wallis, Aug. J. Heise
W. J. Harker, M. F. Boring, Henry Smith,
James I. Ferguson.

Committee to Entertain Delegates from St. Paul.

**COLORS FOR ST. PAUL :
WHITE ON ORANGE.**

Henry Seim, *Chairman.*

Louis Brecht, Addison H. Clarke.

Committee to Entertain Delegates from Wilmington.

**COLORS FOR WILMINGTON :
BROWN ON LIGHT BLUE.**

E. Hall Haswell, *Chairman.*

F. F. Graham,	J. J. Regester,	John C. Leonard,
F. X. Donnelly,	Geo. J. Dufur,	W. H. Johnson.

Committee to Entertain Delegates from Worcester.

**COLORS FOR WORCESTER :
WHITE ON LIGHT BLUE.**

H. H. Duker, *Chairman.*

J. L. Gilbert,	Frank O. Phillips,	J. Vernon Campbell
E. P. Lippincott,	B. W. Minor,	A. J. Denson,
	J. C. Doyle.	

Committee on Entertainment of Ladies

Also the Committee of Ladies from the Baltimore Exchange Colors of Ribbon will be

ORANGE AND BLACK.

The visiting Ladies Colors of Ribbon will be

RED, WHITE AND BLUE.

Headquarters for Gentlemen.

The Cafe Clubroom of the Hotel Rennert (entrance on Clay street) will be used by The Builders Exchange as headquarters for the delegates and visitors throughout the convention.

Headquarters for the Ladies

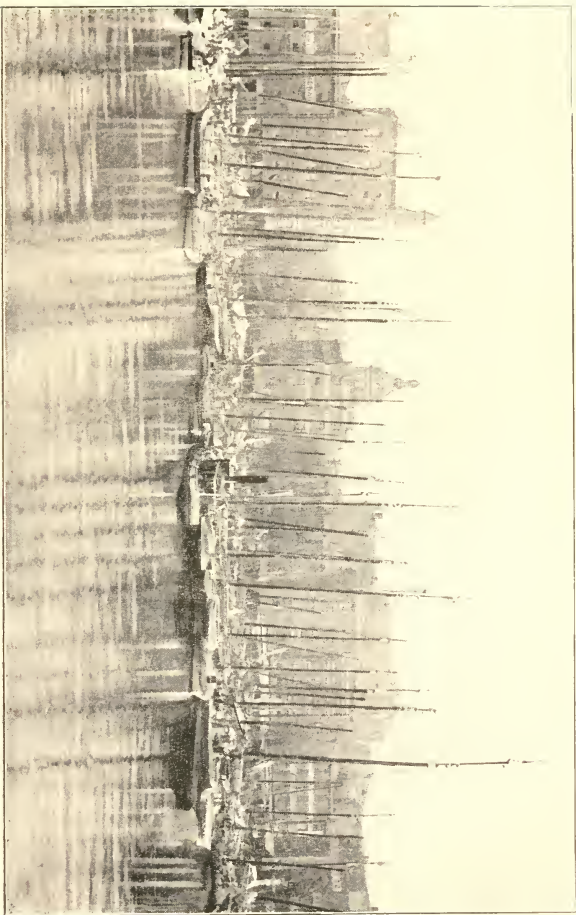
Will be Main Parlor, (first floor) Hotel Rennert.

The rooms of The Builders Exchange, N. E. Cor. Charles and Lexington streets, will also be open during the day for the convenience of delegates and visitors attending the convention.

INDEX OF COLORS OF DISTINGUISHING BADGES.

LIGHT BLUE.....	Boston
RED ON LIGHT BLUE.....	Buffalo
OLIVE ON PINK.....	Chicago
PINK.....	Cleveland
VIOLET.....	Detroit
LIGHT BLUE ON YELLOW.....	Indianapolis
RED.....	Lowell
PURPLE... ..	Lynn
RED ON WHITE.....	Milwaukee
ORANGE.....	New York
RED ON DARK BLUE.....	Omaha
SILVER GRAY.....	Philadelphia
OLIVE.....	Portland
DARK BLUE.....	Providence
BROWN.....	Rochester
PURPLE ON WHITE.....	St. Louis
WHITE ON ORANGE.....	St. Paul
BROWN ON LIGHT BLUE.....	Wilmington
WHITE ON LIGHT BLUE.....	Worcester

RED WHITE AND BLUE.....	Visiting Ladies
ORANGE AND BLACK.....	Baltimore Ladies



PRATT STREET WHARF.

THEATRES

and their attractions for the week of the Convention,

October 15th to 18th, 1895.

FORD'S GRAND OPERA HOUSE,

West Fayette Street, between Eutaw and Howard Streets,

A BLACK SHEEP.

ALBAUGH'S LYCEUM THEATRE,

North Charles Street, between Biddle and Preston Streets,

FREDERICK WARD, (Tragedian.)

HARRIS' ACADEMY OF MUSIC,

North Howard Street, north of Franklin Street,

HEART OF MARYLAND.

HOWARD AUDITORIUM,

North Howard Street, north of Franklin Street,

SAM'L T. JACK'S CREOLE CO.

HOLLIDAY STREET,

Holliday Street, opposite City Hall,

Davis, Heoughs' Sidewalks of New York."

BALTIMORE.

The Old Town.

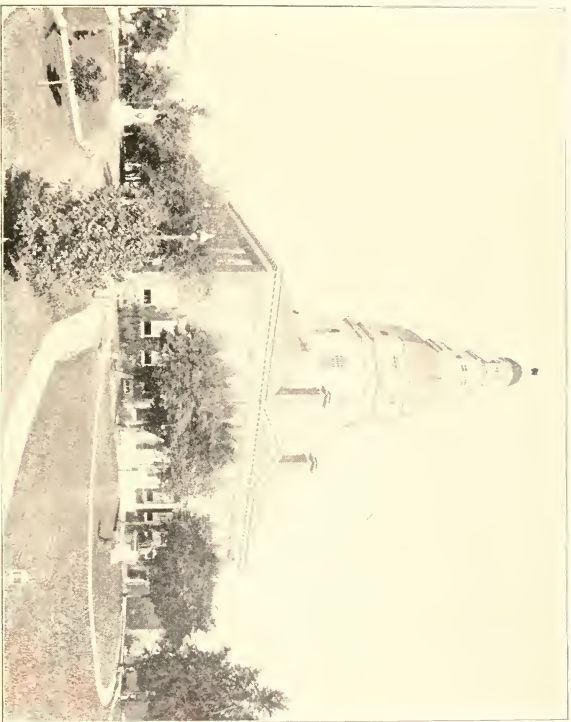
If George Calvert, Lord Baltimore, was unfortunate in the first venture he made in establishing a colony in the New World—we refer to his disastrous effort in Newfoundland—he was more than fortunate in the selection of the beautiful province, Maryland, called after Henrietta Marie, daughter of Henry IV, King of France and Navarre, sister of Louis XIII, and Queen of Charles I. The King, before he signed the charter, asked Lord Baltimore what he should call the new province. “Call it something in honor of your majesty’s name,” said he. The King, however, preferred to call it in honor of his Queen, and *Terra Mariæ* was inserted in the bill. This peerless gentleman, however, never lived to see the planting of his colony, but passed away “leaving a name against which the breath of calumny has hardly dared whisper a reproach.” He was buried in the chancel of St. Dunstan’s Church, Fleet street, London. It is to him we owe the name of our proud city, he having been created Baron of Baltimore, in the County of Longford, Ireland, in 1625. To him also was accorded the distinguished honor of receiving from the hands of the King, the charter of Maryland, England’s first province, “eminently distinguished above all other regions in that territory (America), and decorated

with more ample titles." His untimely death did not stop the founding of the colony, as his eldest son, baptized Cecil but confirmed under the name Caecilius, having succeeded to the title, and "treading in the steps of his father," [we use the words of the King,] took up the work, and clothing his brother Leonard with the title of Lieutenant-General and Governor of the province, started his colony of men "well born," as the charter recites, from Cowes in the Isle of Wight, who, taking their departure on November 22nd, 1633, stopping for a time at the Island of St. Christopher's and Barbadoes, at last arrived, and on March 25th, 1634, landed and took possession of the country "for our Saviour, and for our sovereign lord, the King of England." On the 27th the whole party landed, which date is regarded as the birthday of the province. It is not expected, nor is it necessary, to go further into the history of our beloved State, except so far as is unavoidable in writing the history of the City of Baltimore, which is the chief object of this article. As the book now before us will treat of the City of Baltimore, the foregoing historical data was thought not to be inappropriate as a prelude to the story of its rise and progress. The name of the city is one of great antiquity, we give it in the original Irish :

baile an t-íde móir

WHICH MEANS THE TOWN OF THE GREAT HOUSE.

It has proven to be the "town of the great house, and of many great houses and of hundreds and thousands of happy homes."



STATE HOUSE ANNAPOLIS.

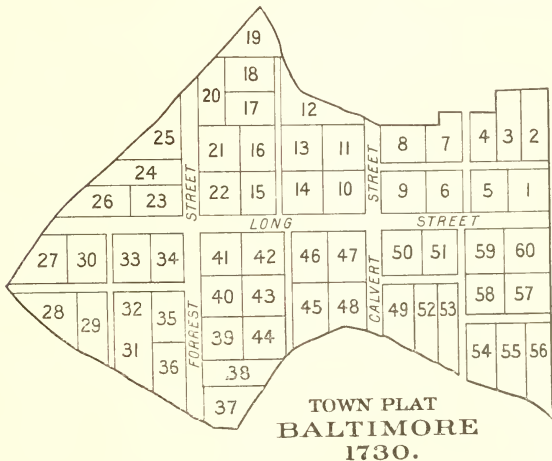
It is safe to say that the very first attempt to build a town, on land now covered by the city, was by the passage of an Act by the General Assembly of 1706, which provided for a town at Whetstone Neck, on the Patapsco river. The Act did not name the town. Other Baltimores had, however, lived a precarious existence for a short period, and then died, the very localities where they existed being but mere tradition; one of these was near the mouth of Bush river, on the eastern side. This town is shown as early as 1670 in the map made by Augustine Herrman. Fourteen years after the founding of this city (1744,) another town to be called "Baltimore" was ordered to be laid out on Indian river, in Worcester county. The surveyor for the county, however, would not, for some reason not explained, proceed with the work, and even went so far as to refuse, after the passage of an Act the very next year (1745). Thus disappeared from view the puny rivals, if they may be called such, of the present great city. Within the present limits, however, land had been taken up at an early period. Whetstone Point, the present site of Fort McHenry, having been patented by Charles Gorsuch, a Quaker, in 1662; and in 1663 Alexander Mountenay took up the meadow land extending on each side of the present Harford run, to the extent of two hundred acres, giving it the name of "Mountenay's Neck." John Howard located on the land lying between the north and middle branches of the Patapsco in the year 1668, and in the same year the tract of land north of this was taken up by one Thomas Cole—in fact the site of the original Baltimore Town was part of Cole's land—and which he called "Cole's Harbor." The Act of the General

Assembly, which created the first Baltimore Town, was passed on the 8th day of August, 1729, and was entitled an "Act for erecting a town on the north side of Patapsco, in Baltimore County, and for laying out into lots, sixty acres of land in and about the place whereon John Fleming now lives." This Act was passed upon the application of the leading men of Baltimore county. The John Fleming spoken of above lived near what is now Uhler's alley and south Charles street, between Pratt and Lombard streets.

The Original Survey.

On December 1st, 1729, the Commissioners bought, from Daniel and Charles Carroll, the sixty acres named in the Act, for which they paid 40 shillings per acre, or about \$10.00. On January 12th, 1730, the Commissioners, consisting of Major Thomas Tolley, William Hamilton, William Buckner, Doctor George Walker, Richard Gist, Doctor George Buchanan and Colonel William Hammond, with the assistance of Philip Jones, the surveyor for the county, laid off the town. The survey began at or near the north-west corner of Pratt and Light streets. The town was divided by what is now Baltimore street, four perches wide, but then called Long street, which was intersected at right angles by a street also four perches wide, now known as Calvert, and by Forrest street (now Charles) three perches wide; nine lanes were also provided one perch wide. The property was then divided into rectangular lots, of less than an acre each, and numbered from one to sixty. Mr. Carroll, from whom the purchase had been made, took up the lot No. 49, east side of Calvert street,

and which possibly commenced at the present German street, and ran to the river, the water at the time coming as far up as Lombard street at that point. The agreement was that any lots not taken up in seven years should revert to the original proprietor. The form of the original plat, a copy of which hangs in the City Hall, is singularly like an Indian arrow point, and below we give a very much reduced copy of this old plat, which is sure to be of interest to our citizens.



The position selected on which to plant the city that was to be, could not be surpassed: a harbor which offers the greatest security to shipping, a water front extending for more than 20 miles if need be, plenty of good water for the use of the inhabitants,

and which, up to the present time, has not diminished in volume, and has never been tested to its full capacity. Of this water system we will speak later. It must be confessed that much of the land embraced within the original plat was very rough, and covered with heavy timber, while extensive marshes extended over a large part. "Harrison's Marsh," now occupied, in part, by the Centre Market and Harrison street, and the streets and alleys in that vicinity, was a very large one, and for a long time a source of much trouble and expense. On the east side of the creek which bears his name, Mr. David Jones purchased some land and built himself a house. About 1680, others joined him, and quite a considerable cluster of houses were erected in the next fifty years, so that in 1732, the Jones settlement was erected into a town by the name of Jonestown, consisting of ten acres and separated from the newer Baltimore-town by the creek and marsh mentioned above. Sixty-three years afterwards, or in 1743, the two towns were made one, and the name of Baltimore given to both. Eighteen acres were added in the year 1747. This part of Baltimore has always been known as "Old Town," as it surely is the oldest settled section of the present great city.

Fell's Point.

In the same year that the Commissioners planted Baltimoretown, 1730, William Fell, an English ship-carpenter, made a settlement about a mile southeast of the eastern limits of the town. This settlement also prospered and extended, and was the headquarters for all those "who go down to the sea in ships," as it is to-day. For if there is a

"Sailor Town" within our corporation limits, this is the spot. In passing, it may be of interest to the reader to know that just before this "Fell's Point" town was incorporated with the other two, the *last* Lord Baltimore, Frederick, died. His life was not such as to reflect any credit on the illustrious family from which he sprung; and in death, it does not appear that anyone was overcome with sorrow. His death closed the direct line of the Calverts, and occurred September 14th, 1771, at Naples, Italy. This slight digression from the narrative before us will, we are sure, be pardoned, as without it, a very important event in the history of the city and State; *i. e.*, the end of the Baltimore family would have been omitted. Up to this time our town has been rapidly growing, and its merchants and manufacturers have established commercial relations with the most remote countries. It was to be further augmented by the addition of "Fell's Point" in 1773, although a very bad marsh and much vacant ground lay between the eastern limits of one and the western line of the other.

Much of the "old salt" flavor, seasoned with pitch and tar, clings like an "old coat" to this locality to-day, but as the fashion of ships has changed, as well as sailors, so is changing year by year the character of the people who live in the grand old homes of Baltimore captains and mates, who were not only gentlemen, but skilled in the laws of nations, and in the arts of the merchant and the banker.

The Baltimore Clipper.

"The Baltimore clipper" has almost passed "like a ship in the night," but the records made will never be surpassed. One of the greatest compliments ever given

to them, being the remark of Captain W. F. Wise, R. N., of the British frigate *Granicus*, to Captain Coggeshall: "In England we cannot build such vessels as your 'Baltimore clippers;' we have no such models, and even if we had them they would be of no service to us, for we could never sail them as you do." This was in 1814. Every street, lane and wharf of Fell's Point is full of historical association. At such and such a ship-yard some wonderful ship was built; some great frigate or sloop of war left the ways and became the bride of the sea, and a terror to the enemy. Many a long 9 or a short 24-pounder, taken from these ships, now grace the corners of streets and alleys—a buffer for the wagon and the cart. One of the finest streets of the city ends at the water front near where William Fell built his house—we refer to Broadway—and in a little side street at right angles to it, sleep the mortal remains of the pioneer. The citizens of Baltimore could not do a more graceful thing than to erect a monument to his memory, and place it in the centre of Broadway, in front of the Market Hall.

The Consolidation of the Three Towns.

We will now resume the narrative of the consolidation of the three towns—"Baltimore," "Jones" and "Fell's Point"—into one, which event took place in 1797, and the city of Baltimore was duly incorporated with a Mayor and City Council. It had then a population of about 15,000, and as much push and energy as any similar number of people on earth—a happy blending of the English, Irish, Scots, French and German. Hundreds of the French had sought a home here in 1756, refugees from Acadia (now Nova Scotia), and all the older directories are full of French

names; a very large accession having been made to the original colony by the arrival, in 1793, of 3,000 more. This had a stimulating effect on the trade with the West Indies.

The First Market.

The open market, in which the producer deals directly with the consumer is, and always has been, one of the pleasant features of domestic life in our city. The first was established at the northwest corner of Gay and Baltimore streets in 1763. We can now boast of eleven, which feed at least 300,000 people. Our system always excites lively interest in strangers.

The First Court House.

As far back as 1768, it was thought best for the interest of town and county to remove the Court House from Joppa, on the Gunpowder, which had for a long time been the County seat. Our first Court House building was erected on the spot now occupied by the Baltimore Monument, (called by common consent to-day, the Battle Monument)—in front of this structure was placed the whipping post, stocks and pillory.

The Irsome Yoke.

England's policy, up to the time of the Revolution, was to prevent, if possible, the people of the colonies from setting up their own manufactories; this was a very great hardship to the people of this State, because their charter distinctly empowered them to do so. Tobacco had become king at the period we speak of, and in 1761 had reached 28,000 hhds. for exportation. The value of this product amounted to \$700,000, while wheat, corn, flour, lumber, and iron in

pigs and bars, skins and furs, only amounted to \$400,000. Under such restrictions as the Parliament placed on the colonists, it was impossible to do any business in native-built ships. Everything had to be carried in English bottoms, so that while about 18,000 tons of English shipping was transporting our raw material, the entire shipping of the colony only amounted to 1,300 tons, and these only coasters. But a time was coming when we sent our iron to England in the form of balls from the mouths of cannons, instead of in pigs and bars in peaceful shipping.

Burning of the "Peggy Stewart."

The Stamp Act was passed by the English Parliament March, 1765, and the very next year the Stamp Agent was driven away from Maryland, amid the utmost indignation and contempt of the people, who would not permit a sheet of the stamped paper to be landed. It will not be necessary in this sketch to go over the events of the glorious Revolution. Every school-boy is said to know it, but this is doubtful. One or two events, one of which occurred at Annapolis, should never be forgotten, and that is the *burning* of the Tea Ship, "Peggy Stewart," not throwing it overboard, as the disguised Yankees did in Boston at night, but, like brave sons of Maryland, they burned the odious Tea Ship and all in broad daylight.

The first Southern Troops at Bunker Hill.

It is worthy of record that the very first Southern troops to reach Boston were the two companies of expert riflemen under the command of Michael Cresap, from Western Maryland. They marched the 550 miles over the terrible roads and trails of the period in twenty-two days without the loss of a man. A gentleman

who saw them, writes in 1775 to a friend : "I had the happiness of seeing Captain Cresap marching at the head of a formidable company of upwards of one hundred and thirty men, painted like Indians, armed with tomahawks and rifles, dressed in hunting-shirts and moccasins, and, though some of them had traveled near 800 miles, they seemed to walk light and easy, and with no less spirit than at the first hour of their march. Joy and satisfaction were visible in the crowd that met them. Had Lord North been present, and been assured that the brave leader could raise thousands of such like to defend his country, what think you ; would not the hatchet and the block have intruded upon his mind?"

In the evening they were drawn out to show the gentlemen of the town their dexterity at shooting. A clapboard, with a mark the size of a dollar, was put up ; when they began to fire off-hand, few shots being made that were not close to or in the paper, what could a regular army of considerable strength in the forests of America do with one thousand of these men, who want nothing to preserve their health and courage but water from the spring, a little parched corn, and what they can procure in hunting? Thatcher, in his military journal, says : "These men are remarkable for the accuracy of their aim, striking a mark with great certainty at 200 yards. They are now stationed on our lines, and their shot have frequently proved fatal to British officers and soldiers who expose themselves to view, even at more than double the distance of common musket shot." Their captain, Michael Cresap, sleeps in Trinity church-yard, New York, having died on his way home. We may well be pardoned for saying so much of our first Revolutionary

troops, but as they were the most formidable in the American army, and appear to have been forgotten, it is surely not out of place to revive memories of their valor.

Events came quickly, one upon the other in those days, and soon the citizens heard with the most unbounded joy and patriotism of the signing of the Declaration of Independence, which was read for the first time in this city at the spot now marked by a bronze tablet, on the south side of the Battle Monument.

The First Custom House.

During the revolution the business of the town prospered and grew, and the West Indian trade assumed large proportions, so that it soon became necessary to afford some kind of relief from the vexatious delays imposed on merchants and shippers by having to enter and clear all their vessels at the Annapolis Custom House. This relief was at last accomplished by the establishment of a Custom House in our city, in 1780. A period of commercial depression after the close of the revolution had a bad effect on trade and commerce, but just as soon as the Federal Government was firmly established, and the public debt, amounting to \$44,000,000, funded, trade at once felt the throbs of new life and energy, and a season of great commercial prosperity followed.

Tobacco.

Baltimore merchants had for some time been trying to consolidate the Tobacco trade at their port, but up to the separation from England, had not been able to accomplish much for the reason that all the trade had been in the hands of English merchants, who had resi-

dent agents at Annapolis, Upper Marlboro, Bladensburg and Elk Ridge Landing. The hogsheads of tobacco were rolled along the roads from the plantations, and shipped from the above places. Strange to say, not one of the towns named has enough water to float a ship's boat loaded to-day, except Annapolis. The English attempted to regain the trade, but some Dutch houses invested largely and purchased for direct shipment to Holland, and our own merchants soon took hold and made shipments for their own account in their own vessels. Very soon the entire trade was directed to Baltimore, and the English discontinued their various agencies.

The First Port Wardens.

Of course all this maratime prosperity entailed additional duties and responsibilities on the authorities of the port, and the depth of water and general condition of the harbor became a matter of serious consideration, so that in 1783, a board of nine port wardens was appointed and clothed with authority to make a survey and chart of the upper basin harbor and Patapsco, to make a full report of the depth of the channel and its course, and the best means for clearing the same. To provide means for this work, an impost of one penny a ton was laid upon all vessels entering or clearing the port. This tax was afterwards increased to two-pence.

It will surprise many of our people to-day to know that the harbor at that time extended to Exchange Place and Water street on the north side, and almost to Charles street on the west.

First Means of Transportation.

Business men began to look about for means of transportation to our sister cities and towns, and companies were organized to run stages on land, and packet sloops on water. The sloops, with spacious cabin accommodations, ran to Chestertown, Annapolis and the head of the bay, all starting from Bowley's wharf, at foot of South street. Most of the stages started from the Old Fountain Inn, on Light street, where the Carrollton Hotel now stands. The journey to Philadelphia was made in twenty-six to twenty-eight hours if everything went well, and the charge was \$8.00; an allowance of fifteen pounds of baggage was made to each person.

The First Canal.

The whole community felt the impetus of peace and prosperity, and among the notable enterprises of the time was the organization of the Susquehanna Canal Company, said to be the first in the United States. Then came the Potomac Canal Company. The Chesapeake & Delaware did not organize until 1799, but it had been talked about and virtually originated by Augustine Herman (or Heermans) more than a hundred years before, at his home on Bohemia Manor, in Cecil county.

The First Steam Propeller.

By a strange coincidence the same Manor was the birthplace of the first inventor who ever propelled a vessel by the use of steam, James Rumsey. The assembly at Philadelphia, in March, 1785, gave him the exclusive right for ten years "to navigate and build boats calculated to work with greater ease and rapidity against rapid rivers." In 1787 he was

granted the right to navigate the rivers of New York, Maryland and Virginia, after his success in running a steamboat on the Potomac river. He made a successful trip on the river Thames, England, in 1792. The Legislature of Kentucky, in 1839, presented a gold medal to his son "Commemorative of his father's services and high agency in giving to the world the benefits of the steamboat."

In 1783 it was found that the first market was too small, and three new ones were ordered to be erected. The land for the Centre Market was given by Mr. Thomas Harrison, and land for Fell's Point Market was given by Mr. William Fell; the Hanover Market was erected to accommodate the western part of the town.

The First Sugar Refinery

Was established in the year 1784, and the glass works which had been located on the Monocacy river, in Frederick county, as early as 1784, were removed to Baltimore in 1788, the plant being located on the south side of the basin.

The First Census.

The United States Government took the first census in 1790, and it was then ascertained that our growing town had a population of 13,503. In the ten years which followed, and which were marked by the most wonderful activity in commerce and manufactures, the increase was about 100 per cent., or 26,514.

Now we come to the period when our city was mistress of the seas, so far as sailing vessels were concerned, and which did the chief part of the carrying-trade between the West Indies and Europe. For

the former this was one of the principal markets of the world. The products of the Islands, in large part, first coming here and then re-shipped to the port of final destination. Almost all the sales on the wharves were made by cargo—this was the special feature of the Baltimore market.

The First Marine Insurance Companies

Were established in 1795, before which time the merchants took risks themselves, or some private capitalists would take the risk on ship and cargo.

The Old Conestoga Wagons.

It was found difficult at this time to get rid of the quantities of imported goods now coming to our city. The old pack-horse, in large packs, had done very well on the Indian trails, but the demand for goods across the mountains in time became so urgent that other means of transportation had to be devised; on the other hand outward cargoes were getting harder to find, then there came to the evident relief of trade the old canvas-covered wagon, which helped to people the great West later on, called in these parts the "Conestoga." Howard street and Pennsylvania avenue have been white with them in days gone by, and the owners began, as soon as the roads could be used at all, to bring in the products of the back country as far west as the Ohio river, and finally to Louisville, Kentucky; even bricks made here were hauled to the latter place.

Federal Constitution.

In 1787, the year the Federal Constitution was adopted, this city had 36,395 tons of registered vessels, and 7,976 licensed and enrolled, and in eight

years afterwards 48,007 tons of shipping and 24,470 licensed and enrolled. In that same year 109 ships, 162 brigs, 350 sloops and schooners, 5,464 bay-craft and small coasters passed into the harbor.

While the fact of the final consolidation of the three small towns into the present corporation has been mentioned, still we have, by the proper sequence of historical events, now come to that point in the history of our city. This event, which will soon be celebrated in a manner befitting its importance, took place on December 31st, 1796, and the full fledged Municipality, under the title of the "Mayor and City Council of Baltimore," had at last joined the great sisterhood of American cities, with the right to sue and be sued.

Fort McHenry.

Fort McHenry, on the end of Whetstone Point, was erected and named after the distinguished Irish gentleman, James McHenry.

He studied medicine under Dr. Benjamin Rush, of Philadelphia, and afterwards accompanied General Washington to Cambridge as Assistant Surgeon.

Very soon he was appointed Medical Director, and on May 15th, 1778, he became Secretary to Washington, and his relations with him continued through life to be those of a trusted friend and adviser. He filled almost every position in the gift of his fellow-citizens. He defeated Luther Martin and Samuel Chase in securing the ratification of the Constitution by Maryland. He was made Secretary of War in 1796, and died in Baltimore, May 3rd, 1816.

The Milling of Flour.

The milling of fine flour had been going on in the vicinity of Baltimore since 1774, and twenty years later a large number of mills—estimated at fifty—were located in and about the city. The reputation of this flour has remained to the present time, and a virtual monopoly of the South American trade existed for many years.

The Old Court House

Now being removed to make way for one of the finest structures of the kind in the republic, was erected in 1809.

Baltimore Patriotism.

During the second war with England the city was a perfect hot-bed of patriotism. The very large number of ships of all rigs owned here, the thousands of experienced sailors of all ranks, made it easy to man any number of ships. History will show that this State and city did about one-third of the fighting for the thirteen States. The United States Navy List for 1816, published after the close of the war, shows that Maryland furnished more officers to the Navy than New Hampshire, Rhode Island, Connecticut and Massachusetts. Nine more than New York, twenty-four more than New Jersey, eleven more than Pennsylvania. Theodore Roosevelt, of New York says: "Maryland furnished, both absolutely and proportionately, the greatest number of officers, and in the matter of fitting out privateers against the enemy," he says: "Baltimore again headed the list." The first vessel captured from the British was the schooner Whiting, Lieutenant Maxey, in Hampton Roads, by the privateer Dash, Captain Carroway, of Baltimore, twenty-two

days after the declaration of war. We cannot close this page without saying a word for Captain Thomas Boyle, of the brig *Chasseur*, of Baltimore, described by Captain George Coggeshall, a New England man, as follows: "The *Chasseur* was called 'The Pride of Baltimore.' She was indeed a fine specimen of Naval architecture, and perhaps the most beautiful vessel that floated on the ocean. She captured H. R. Majesty's schooner *St. Lawrence*, Lieutenant J. C. Gordon, in fifteen minutes, exchanged broadsides with an English frigate in the English Channel, and in the same waters was surrounded by two frigates and two brigs of war, and made his escape by out-maneuvering and out-sailing them all. The loss inflicted on the British by this one vessel amounted to \$1,500,000, and this vessel was only one of hundreds." Space forbids more extended remarks. A word for the gallant soldiers and sailors who defended this city against the victorious veterans of Wellington. Speaking of the conduct of the American militia at the battle of North Point, an English officer said: "As individuals, they were at least our equals in the skill with which they used the weapon. Our soldiers moved forward with their accustomed fearlessness, and the Americans, with much coolness, stood to receive them. The Americans were the first to use their small arms; having rent the air with a shout, they fired a volley, begun upon the right and carried away regularly to the extreme left, and then loading again, kept up an unintermitted discharge." This was very gallant conduct for men who had never been under fire before and reflects the highest credit on the courage of our countrymen.

Armistead; Defender of the City.

We can hardly dismiss this subject without saying something for the gallant soldier, Armistead, who fought his guns so well in Fort McHenry, or Francis Scott Key, who embalmed that noted fight in the immortal song which will last as long as the American Republic. Armistead was a regular officer—he and four brothers all took an active part in the war. He was promoted Major of the 3rd Artillery, March 3rd, 1813, and distinguished himself at the capture of Fort George from the British, May 27th, 1813. His defence of Baltimore against the conceited Admiral Sir Thomas Cochrane, places him in the front rank of American soldiers, because it has been vouchsafed to few men to defeat a British force in a fair fight. It is an interesting fact that the name is derived from Hesse Darmstadt, whence came the ancestor of the family. He was breveted Lieutenant-Colonel for his steadfast bravery in the fight. He died here on April 25th, 1818.

Francis Scott Key.

Of Key, it may be said that his song has placed him among the "Immortals." Written on the back of an old letter, the song was placed in the hands of Captain Benjamin Eads, of the 27th Baltimore Regiment, who, after it had been set up in type, hurried to the old Tavern next to Holliday Street Theatre, and much frequented by actors. Key had directed his friend to have the song sung to the air "Anacreon in Heaven," and an actor, Ferdinand Durang, mounted a chair and sung the "Star Spangled Banner" for the first time. A fund is now being raised in this State to place a monument over his (Key's) grave, and James Lick, of San Francisco, bequeathed the sum of \$60,000 for



ARMISTEAD MONUMENT.

a monument to him in Golden Gate Park in that city. This has been executed by William W. Story, in Rome, 1885-87.

Peace.

At last the war closed; dating from the Treaty of Ghent, signed by James Lord Gambier, Admiral of the Red; Henry Goulburn, and William Adams, Doctor of Civil Laws, on the part of the English, and by John Quincy Adams, James A. Bayard, Henry Clay, Jonathan Russel, and Albert Gallatin, on the part of the United States, December 24th, 1814. This memorable treaty was ratified the 18th of February, 1815. The tremendous loss inflicted on the British by the City of Baltimore had made them vindictive, and anxious and eager for revenge; and while Boston, New York and Philadelphia were passed by, they kept a very large force in the Chesapeake and burned, ravished and robbed the people of this State in a manner which, as Mr. Niles says, Napoleon Bonaparte would have blushed at the idea of being thought capable of—*our* loss in killed and wounded being more than all the other States together. This state of affairs drove all commerce from us for a long time, but like the waters of a flood damned up by some obstruction, at last by sheer force bursts its bounds and sweeps all before it; so it was in our case; the merchants were eager again to do business with the world. Peace had returned to Europe on the downfall of Napoleon, and they two were anxious to resume business relations with the young republic.

Poverty and deep distress had overtaken the English agricultural classes, for in the years 1817, 1818 and 1819 the wheat crop had failed, and a strong demand for our wheat sprung up, and soon the old

West Indian and South American trade came back, and trade with the far East and to China commenced with renewed vigor.

It is worthy of remark that this China trade, after remaining dormant for about forty years, has again opened, and direct cargoes of China goods are now being landed at our piers.

During the period between 1815 and 1829, the demand on the banks for money caused them to suspend the payment of specie and to issue a paper currency. This method of making ready capital was at once simple and very attractive; however, pay-day had to come, and did come, to the dismay of all concerned.

Bank of the United States.

After reason in a measure had resumed her sway it was proposed as a cure-all to make a uniform currency for the whole country by the re-establishment of a National bank—we say re-establishment because the original bank of the United States had expired by limitation in 1811. So it came to pass that a new bank of the United States was established in the year 1816. The total capital stock was \$28,000,000, of which amount \$4,014,100, or more than one-seventh, was furnished by our merchants. While this bank was founded on a specie basis it did not prove an unalloyed blessing, because it proved a very severe check on the people who had been getting accommodation on a paper basis. Much distress among the trading class was the immediate result. However, things adjusted themselves in the course of years, and the general business of the city kept pace with its increasing population. The last

bank failure in this city took place in 1834, and was caused by the removal of the Government deposits from the United States Bank, by President Andrew Jackson—Roger B. Taney being at the time Secretary of the Treasury. Another very trying time was the financial troubles of 1837, which brought on a crisis that came near destroying the whole monetary and commercial fabric on which the country depended for its very existence; but the remarkable elasticity and nerve always displayed by the people of this city partakes of the character of the willow, bending to the blast of the storm and arising fresh and strong after it has passed.

Extension of the City Limits.

The city had been much further increased by the Act of 1816, so that at the period we are writing about it embraced about 10,000 acres; a first-class school of medicine had been established in 1820, and in 1839 the College of Dental Surgery. This was the first dental college in the world, and its diploma is to-day recognized all over the civilized world as a guarantee of professional skill, and the most eminent dentists, with few exceptions, at home and abroad, are graduates of this institution.

The Merchants' Exchange had been started in 1815, and finished in 1820. This building is now used for the Custom House, the beauties of the proportions of the interior of the dome cannot be excelled.

Steamboats and Railroads.

Steamboats had been doing business on our waters as early as 1813. The first line running to Frenchtown, and connecting with stages to Philadelphia and the North and East.

The charter of the Baltimore & Ohio Railroad Company had been granted in February, 1827. This was the first charter given in the United States. A feverish desire appears to have animated our forefathers to be first in everything, and works of internal improvement took hold of the people of the period we speak of to such an extent that nothing appeared too great for them to undertake. On the same day that Charles Carroll, the last survivor of the signers of the Declaration of Independence, laid the corner-stone of the Baltimore & Ohio Railroad, July 4th, 1828, the President of the United States, John Quincy Adams, laid the corner-stone of the Chesapeake & Ohio Canal, so to speak, by digging the first spade full of earth from the spot selected for its commencement. Of the capital stock, amounting to \$3,609,400, Maryland subscribed \$1,000,000.

First Canal.

The survey for the canal was made by General Simon Bernard, who had a most romantic history. Serving under Napoleon, he led the assault upon Ivrea, in 1800, fortified Antwerp and defended Torgau during its terrible siege, for which Napoleon made him Lieutenant-General of Engineers. He was at Waterloo, then entered the service of Louis XVIII. The most extensive work of a defensive character executed by him in this country was Fortress Monroe, at Old Point, Virginia.

Charles Carroll of Carrollton.

Charles Carroll of Carrollton, was born in Annapolis, 1737. He came from a very ancient family in Ireland, who were princes and lords of Ely from the 12th to the 16th century, and had intermarried with

the great houses of Ormond and Desmond in Ireland, and Argyle in Scotland. The late John H. B. Latrobe, one of the most distinguished lawyers the State has ever produced, and the biographer of Carroll, said: "After I had finished my work I took it to Mr. Carroll, whom I knew very well indeed, and read it to him, as he was seated in his arm-chair in his own room in his son-in-law's house in Baltimore. He listened with marked attention and without a comment until I had ceased to read, when, after a pause, he said: 'Why, Latrobe, you have made a much greater man of me than I ever thought I was; and yet really you have said nothing in what you have written that is not true.'" Mr. Latrobe said further that "at the time of this interview Mr. Carroll was very old and feeble, but his manner and speech were those of a refined and courteous gentleman." This forms a beautiful incident in the history of the city, and links together, in the lives of two of her most talented sons, the extreme past and the mighty present.

Early Enterprises.

It appears almost superfluous to state in this article that among the many things accomplished by our forefathers was the adoption of illuminating gas for lighting the streets, as early as 1816; this is claimed to be the foundation of its use in this country.

There can be no doubt in regard to the first chartered railroad in 1827, the Baltimore & Ohio, nor has it ever been denied that its successful completion, driven as it was through rocks that appall to-day, was up to that time the most gigantic engineering work attempted on this continent.

Again let us add the further distinction of being chosen by Professor Morse as the place from which to send the spark which electrified the world.

In 1829 the Susquehanna Railroad was commenced. This occurred on the one hundredth anniversary of the passage of the Act which created the Town of Baltimore, August 8th. In 1837 the Philadelphia, Wilmington & Baltimore Railroad was opened for travel.

Thoroughly equipped now to do business with all parts of the country by railroad lines, together with the dauntless energy of her merchants, who by means of fast sailing vessels, manned by the best sailors the world has ever seen, there is little wonder that our city made rapid progress in every direction, so that the town of 1790, with its 13,503 inhabitants, had grown to 169,054 in 1850.

Know-Nothingism.

The war with Mexico, had been fought and won, and as usual the troops of Maryland had acquitted themselves with honor, when a political party came into existence, which for a time threatened to destroy all freedom of speech and place in jeopardy the lives, and what was dearer still, the elective franchise of our citizens. Murder stalked abroad with a bob-tailed musket. Justice removed the bandage from her eyes, but could do nothing, and Liberty wept bitter tears; but like all such movements born in bigotry and raised in sin, its Waterloo came at last, and the killing of a most worthy young merchant, Adam B. Kyle, Jr., who lost his life in his effort to deposit his vote, was the last straw. The

people rose in their majesty and blotted out forever, let us hope, the awful nightmare of Know-Nothingism.

We had only emerged from this sad condition of affairs when a still more dreadful one arose, and soon the contending forces of the Union met in our own city and spattered the stones of Pratt street with the first blood of the great Civil War. Maryland being a border State, its people were divided in opinion on the questions at issue. Father and son, brother and brother took opposite views, and either enlisted in the army of the Union or of the Confederacy, and the regiments of either side met more than once on the field of battle, notably at Gettysburg. But we prefer to draw a veil over the sad and bloody conflict—it is past, let it rest! The strife ended with the actual fulfillment of Jackson's toast, "Our Federal Union, it must be preserved."

The Modern City.

The great city which to-day spreads over thirty-two square miles of hill and plain strikes every visitor within its gates as a most delightful one, and we can all agree with "Fanny Fern" that it is the most elegant of cities; every stranger at once feels the charm of its bright streets, and its polite people of gentle speech.

So, with a sincere desire to present to our visitors everything of interest which we have to show, we must now ask them to accompany us to our parks, squares, churches, monuments, hospitals, etc., etc.

Our City Hall.

Starting then at the City Hall, built upon the square bounded by Holliday, Lexington, Fayette and North streets, in the centre of the city, we find ourselves at the font of municipal life. When it was erected it was regarded as the most conspicuous, as it was the most elegant building, ever erected in our city, having a front of 238 feet on Holliday and North streets, and 149 feet on Lexington and Fayette streets. The building covers a superficial area of 30,552 square feet. The material used in its construction was Baltimore County marble, a white magnesia limestone.

The style of the architecture is the "renaissance." The general plan or division of the mass consists of a centre structure four stories high, and two connected lateral wings three stories high, the centre



CITY HALL.



POST-OFFICE.

finished with pediments, the others with mansard roofs. The architect has preserved the simplicity and dignity of the ancient, and has added sufficient of the modern to adorn. This was accomplished by dividing and relieving the extensive fronts and faces with projecting pilasters, columns and arches over the openings of each story, and graceful cornices, balustrades and parapets, the columns to the portico being monoliths, are worthy of notice.

The interior is in keeping with the exterior, and has always been kept in the most perfect order.

Holliday Street Theatre.

Directly facing the City Hall stands the oldest theatre in America, the "Holliday," embalmed in the hearts of all Baltimoreans as the place where the "Star Spangled Banner" was first sung. It has entered the second century of its existence, having been built in 1794. It is held in most affectionate remembrance by the profession.

Our Post-Office.

Passing up Fayette street we are confronted by another very conspicuous building, standing on the block immediately west of the City Hall—the United States Post-Office, a recent erection, built of granite in the style known as Italian renaissance. There are a number of towers, the central one being 189 feet high, fronting on Monument Square. The building is fitted with every modern improvement to facilitate post-office work. The entire third floor is occupied by the United States and Districts Courts. The ground cost \$553,000, the city gave two lots costing \$56,000, and the entire appropriation for the building was \$2,011,835. It was dedicated September 12, 1889.

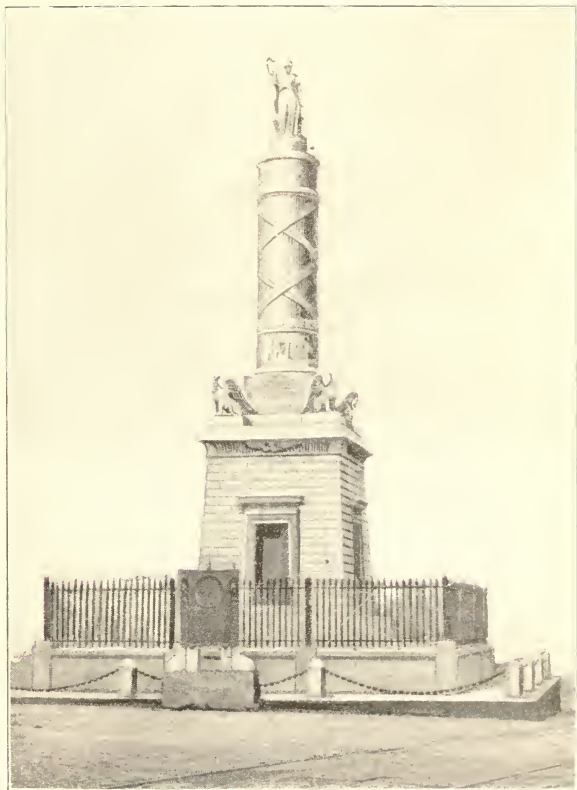
Battle Monument.

The west, and principal front, faces Monument Square, in which stands the "Baltimore Monument," but called by all our citizens the Battle Monument, erected to the memory of those who fell at North Point. It is the work of the celebrated sculptor Maximilian Godefroy. It consists of an Egyptian base raised to the height of four feet from the pavement of the street, is surmounted by a column representing a fasces, upon the bands of which are placed in bronze letters the names of those who fell. On each angle of the base are griffins, and the lower part of the column is ornamented with basso relievos, the whole being crowned by a statue of the city by Capellano, with the eagle at her side, holding a laurel wreath suspended in her uplifted hand. The entire height of the monument is 52 feet, 2 inches.

Opposite the Post-Office is the Old Court House, built upon the declivity of a hill whose descent is from west to east, while its principal front is to the north. It fronts 145 feet on Lexington street, and is 65 feet deep. Finished in 1809, at this moment it is being taken down to make way for a splendid New Court House which will cover the entire block bounded by Lexington, Calvert, Fayette and St. Paul streets.

Prominent Buildings.

On the southwest corner of the square has lately been erected on the site of Old Barnum's Hotel, the Equitable Building. The style of architecture is described as Italian renaissance, admirably adapted to a building of such size and importance. Its great height, towering as it does over the loftiest of the



BATTLE MONUMENT.



BUILDERS EXCHANGE.

downtown structures, together with the happy combination of material chosen, it stands a lasting monument to the business sagacity and enterprise of its promoters.

Due south of this structure stands the imposing Baltimore & Ohio Central Building, containing all the offices of that Company. It was erected at a cost of several millions of dollars.

Passing west on Fayette street, we are confronted at the corner of St. Paul street by the beautiful new building of the "Morning Herald," now approaching completion.

Turning north on Charles street, at the corner of Lexington street, we come to the Central Savings Bank, the Fidelity Building, and on the northeast corner we find the new home of the

Builders Exchange,

a handsome five-story marble structure, occupying a lot 84 feet 4 inches on Charles street, and the entire cost was about \$200,000, including the ground. The structure is not entirely new, but very little of the old building was utilized except the outside walls. The first floor is taken up almost entirely with three stores on Charles street, and the entrance on Lexington street leading to the upper stories. The entrance communicates with a vestibule, wainscoted with marble. The meeting room of the Exchange is on the fifth floor, and extends 72 feet on Lexington street and 49 feet on Charles street. The other floors are divided into offices. The interior finish is in quartered oak, and the walls and ceilings are tinted in oil. The building is equipped with a rapid elevator, and is lighted by

gas and incandescent electric lamps. The building is thoroughly heated and equipped in the most complete manner.

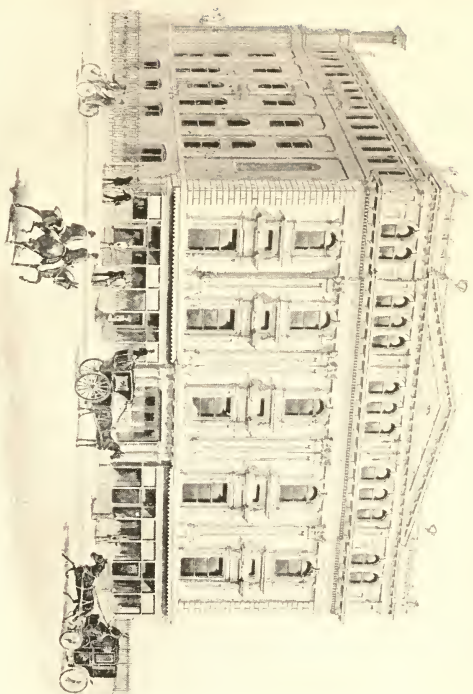
The Building Committee was composed of Messrs. E. L. Bartlett, P. M. Womble, Jr., S. B. Sexton, Jr., N. H. Creager, and the late Hugh Sisson, and the entire work was done by members of the Exchange.

Masonic Temple.

As we continue north the white marble mass of the Masonic Temple attracts the eye on the east side of the street. While the front presents some of the characteristics of the Grecian and Romanesque styles, they are so blended with modern principles of construction as to confuse any but the most expert, but none the less interesting on that account. The main entrance to the building is through two broad doorways into a vestibule or stairhall, extending through two stories. The walls of this vestibule, up to the line of the second floor, are faced with St. Beaume and Eschallon marble, and the Double Stairs of beautiful marble and oak presents an imposing appearance.

Ascending to the second floor, a corridor crosses the building from north to south at the head of the main stairways, giving entrance to the Grand Lodge Room, the Roman Hall, the Grand Master's Room, and the Library.

The Corinthian Hall, which is used for the Grand Lodge, is 49 x 74 feet. Detached columns rise at intervals along the walls, supporting the entablature, which extends across the room, dividing the ceilings into bays, lighted from the ceiling by innumerable electric lamps. This room possesses as noble an interior as can readily be found.



MASONIC TEMPLE.



HOTEL RENNERT.

In the south front are the rooms of the Grand Master and Grand Secretary, finished in mahogany and hung with tapestry, they are worthy executive apartments for the heads of the fraternity.

Social Hall, 17 x 21 feet, is on the mezzonine floor, over the vestibule. A hooded fire-place, supported by carved and fluted columns, forms the central feature of this department. The inscription "Here Let Good Fellowship Reign Supreme," is carved in the frieze of the mantel. A Banquet Hall, 31 x 20 feet opens into the Social Hall, through sliding doors.

On this floor are located Oriental, Ionic, Doric, Composite and Renaissance Halls. All the Lodge Rooms in the building take their names from the architectural style of their decorations.

The building is lighted with gas and electricity, and the heating and ventilating apparatus is of the most approved character.

Old St. Paul's

Next to the Masonic Temple, and north of it, is St. Paul's P. E. Church. A good specimen of the Romanesque. This was the site of the first church erected in the city—1731. In front, over the frieze and architrave, two alto relievo figures, representing Christ and Moses, sculptured by the great Italian Capellano.

Opposite to St. Paul's Church, on the corner of Saratoga street, is the home of the Young Men's Christian Association, built of pressed brick, trimmed with Cleveland stone.

Hotel Rennert.

Looking up Saratoga street we get a fine view of the front of Hotel Rennert, which is a fine specimen of modern hotel architecture, occupying the block

bounded by Saratoga, Liberty, Clay and Sharp streets. Its dimensions are 90 feet front and 220 feet deep.

The style of architecture is the renaissance. The front is of pressed brick, trimmed with brown-stone and terra cotta, ornamented with pilasters and handsomely carved capitals, band courses, panels and corbels, crowned with a very ornamental mansard roof, high pitched gables and clustered chimney shafts, and flanked at angles with a round tower and turrett.

The main tower, forming bays in the angle rooms, is furnished with a highly enriched domed roof and lantern over 100 feet above the street. The building contains three hundred rooms for the accommodation of guests and is substantially fire-proof throughout.

Opposite the Hotel Rennert is the old parsonage of St. Paul's Church, built in 1789. The lot on which it stands was deeded to the vestry of St. Paul's Parish, in Baltimore county, in 1786, for the purpose for which it is now used. The home, which now forms the central portion of the rectory, was finished in 1789—the wings, a little later. It is interesting to know that the room on the second floor, over the Hall, was used by the "House of Bishops of the Protestant Episcopal Church" for its first sessions, and it is almost certain its first session.

On the lot east of the parsonage stands the old mansion of Johns Hopkins, who gave the city an Hospital and University which will perpetuate his name forever.

We have now reached the intersection of Saratoga and Liberty streets. The latter, after passing Saratoga and running north, is known as Cathedral street, on the northwest corner of which and Saratoga streets, stands the new "Odd Fellows Hall," a large brick building.



THE CATHEDRAL.

North of this, and almost joining it, is the Roman Catholic school known as "Calvert Hall." This fine building has lately been erected.

The Cathedral.

We have now reached one of the most interesting localities in the city, the ground on which the French General, Count De Rochambeau camped with his army during the Revolution, and on which stands to-day one of the most imposing church buildings in the United States—the first Metropolitan Catholic Cathedral, fronting on Cathedral street at the corner of Mulberry, and running east to Charles street. It was commenced in 1800. Its outward length, including the portico, is 200 feet; its width, including the arms of the cross, is 177 feet, and its height, from the floor of the nave to the summit of the cross which surmounts the dome, is 127 feet. Its style and decorations are of the Grecian-Ionic order. It is remarkable throughout for the chaste simplicity of its design, and the beautiful proportion of all its parts. The great dome is 207 feet in circumference internally, and 231 feet externally. Circular panels, ornamented with rosettes and decreasing as they approach the vertex, and terminating at the opening in the centre, 72 feet in circumference. Above this is the external dome, and the flood of light is introduced in such a manner that the means of its introduction are not seen from below. Between each of the supports of the principal dome springs an elliptical arch—the arch at the head of the cross forming the outer line of a smaller dome—which, supported by six Ionic pillars, covers the grand altar.

The organ gallery rests on an Ionic colonnade, which contains an organ which is said to be the largest, or was up to a very recent period, in the United States. It has six thousand pipes and thirty-six stops.

The side aisles are terminated by two pictures. That on the right, is the "Descent from the Cross," painted by Pauline Guerin—a present from Louis XVI to the Archbishop—and that on the left, "St. Louis burying his officers and soldiers slain before Acre." This very valuable painting is the work of the celebrated Steuben, and was presented by King Charles X, of France.

This beautiful building was designed by the distinguished architect and civil engineer, B. H. Latrobe, and built under his personal superintendence.

Passing down Mulberry street to Charles, we have one of the pleasing glimpses of Old Town, which one gets in passing up Charles street as you cross Saratoga, Pleasant, Mulberry, Franklin and Monument streets and look east.

The hill on which we now stand is about 100 feet above tide; the singular topography of the city making it possible to obtain panoramic views from the various hills, while from the many bridges may be had views of the sky-line of the city. These varying views have a tendency to make the stranger remember Baltimore when the recollection of other places has vanished.

The spacious mansion in the rear of the Cathedral, fronting on Charles street, is the home of the Cardinal Archbishop of Baltimore, and was built more for comfort than for show. It contains many valuable pictures and some mosaics.

Athenæum Club.

Continuing our walk we reach Franklin street, noted for the beautiful old homes of the merchants, doctors and lawyers of the past, and in some instances, of their descendents. A notable example stands in front of us on the northeast corner—the mansion of Dr. William Howard, the splendid portico of which is an exact copy of the temple of Minerva Polias. It is now the home of the Athenæum Club.

Old Unitarian Church.

On the northwest corner is the old Unitarian Church, designed and built under the superintendence of the great architect, Maximilian Godefroy, and dedicated on the 18th of October, 1818. The whole length of the edifice, including the portico, is 108 feet, and its breadth is 78 feet. The peristyle is formed by a colonade of the Tuscan order. Four columns and two pilasters, forming three arcades of about 12 feet opening, support the grand Tuscan cornice which runs round the exterior of the pediment. In the centre there is a colossal figure of the "Angel of Truth" surrounded by rays, and holding a scroll on which is inscribed in Greek characters: "To the only God."

Five doors of equal size open from the portico, and are copied from those of the Vatican in Rome. The nave of the church is a square, formed by four equal arches, full semi-circles of 33 feet, 6 inches in diameter, which support a dome of 55 feet, 4 inches in diameter. The summit of the cupola is 80 feet high, terminating with a glass star. The dome is a copy of the Pantheon at Rome.

The pulpit stands upon a double square base, the first of which is of Verde Antique marble from Connecticut, the second is of white Carrara marble. The pulpit rests on the second sock, and is constructed of bird's eye maple. The organ is the most curious in this country as it is constructed in the form of an ancient lyre, the strings of which are represented by pipes. We have devoted some space to this old church, because it is a most interesting one to architects and builders.

Academy of Sciences.

We will now walk up Franklin street pausing for a moment to glance at the old colonial building at the northeast corner of Cathedral, formerly the home of the Hoffman family, then for many years of the celebrated Maryland Club. Through the liberality of Mr. Enoch Pratt the building was purchased and presented to the Academy of Sciences. This whole neighborhood is filled with these comfortable old homes on Franklin, Cathedral, Charles and Monument streets.

Washington Monument.

Turning north for two squares we come, all at once, into the presence of one of the grandest monuments in the world, and dedicated to the great patriot and soldier, George Washington.

The erection of this monument was conceived in the year 1809, when Messrs. John Comegys, James A. Buchanan, and Daniel Winchester obtained from the Legislature of the State permission to raise \$100,000 for the purpose. Mr. Robert Mills furnished the design, and on July 4th, 1815, the cornerstone was laid. The monument is a Doric column, upon a



WASHINGTON MONUMENT.

square base, and surmounted by a pedestal upon which is placed a colossal statue of Washington. The base is 50 feet square, and elevated 20 feet. The column to the feet of the statue is 160 feet, and the statue is 13 feet in height, and is the work of Causici, and represents Washington at the instant when he resigned his commission at Annapolis. It may not be inappropriate to give a short account of the laying of the corner-stone of the monument by an eye-witness:

“Agreeably to previous arrangements the managers of the monument met in Howard’s Park, at 12 o’clock on Tuesday, July 4th, 1815, and in the presence of from twenty-five to thirty thousand of their fellow-citizens, among whom were a number of the reverend clergy, the President and members of the Cincinnati of Maryland, his Excellency the Governor, R. W. G. M. and members of the Grand Lodge of Maryland, and the subordinate Lodges of Baltimore; the Mayor and City Council, officers of the Army and Navy, Major-General Robert Goodlow Harper and Aids, and the third brigade of Maryland Militia, under command of Brigadier-General Sterrett; they proceeded to perform the pleasing duty assigned them by the Legislature of Maryland, of laying the first cornerstone of a monument, to be erected in the city of Baltimore, to the memory of General Washington, the Father of the Republic. The ceremonies of the day were commenced by the playing of some national airs, and a salute of thirty-nine guns was fired. The oration was made by James A. Buchanan, Esq., president of the board of managers. The architect, assisted by Messrs. William Steuart and Thomas Towson, the operative masons, under the direction of

the president, placed the stone in its proper position. The secretary then deposited in the stone a copper plate and a sealed glass bottle, containing a likeness of General Washington; his valedictory address, the several newspapers printed in this city, and the different coins of the United States. On the stone was engraved the names of William Steuart and Thomas Towson, stone cutters; Sater Stevenson, stone mason. On the copper plate was engraved the following :

“‘On the 4th of July, A. D. 1815, was laid this Foundation Stone of a Monument to be erected to the memory of George Washington.’”

“On the reverse side of the plate the names of the directors and Eli Simkins, Secretary. Robert Mills, Architect. Edward Johnson, Mayor.

“‘The site presented by Colonel John Eager Howard.’”

“No city or State has paid a greater or more lasting honor to the great American than the struggling town of Baltimore, of not more than 35,000 population. Cities of thirty times its population never even made the attempt. Long may we be charmed by its graceful proportion and hold in grateful remembrance the memory of him, ‘The glory of whose virtues did not terminate with military command; it will continue to animate the remotest ages.’”

Mount Vernon Place and Washington Place.

The squares running north and south are called Washington Place, and those east and west Mount Vernon Place. The square due west has been most beautifully embellished by the late William T. Walters, by the placing of the Barye bronzes representing



MOUNT VERNON PLACE.

War, Peace, Force and Order, and Military Courage, by Dubois. At the east end of this square and facing the monument sits the great Lion, also by Barye.

Peabody Institute and Walters Bronzes.

Mr. Walters has also presented the city with the seated statue of the late Chief Justice Taney, which has been placed in the square north of the monument. In the east square has been placed a seated statue of George Peabody, the great philanthropist. On the southeast corner of Monument and Charles streets stands the imposing marble building of the Peabody Institute, which consists of a great reference library, and Academy of Music, to which has lately been added a Gallery of Art. The building fronts 170 feet on Mount Vernon Place, and is 150 feet deep. The Library room is 70x80 feet, and 55 feet high, accommodating 300,000 volumes. There are seven alcoves on each side, six floors high and beautifully finished. On the left of the entrance is the reading room, 72 x 36 feet. The basement contains three fine Lecture rooms.

Mount Vernon M. E. Church.

Before leaving this charming locality we must pause for a moment to look at the graceful outline of the Mount Vernon M. E. Church, opposite the Peabody Institute. The peculiar color of the stone used in the construction, (a pale green) adds very much to the beauty of the style of architecture, which is pointed Gothic.

Everyone who has had the pleasure of visiting the locality we are now in will freely acknowledge the subtle charm of these beautiful squares, surrounded

on every side by the refined and immaculately clean mansions, not a speck of dust being allowed on the marble steps or the snowy lace curtains.

However, this everlasting washing of the windows and steps of houses is common to all Baltimore house-keepers, the enormous quantity of the city water supply, no doubt, having something to do with its very generous use; our 525,000 people now using 60,000,000 of gallons per day.

Hotel Stafford.

We have now before us the towering Hotel Stafford, on the west side of Washington Place near Madison street, in the centre of the fashionable and exclusive part of Baltimore—convenient to depots, theatres, churches, street railways, and the business portion of the city; also to public institutions such as libraries, colleges and hospitals. It is twelve stories in height, and absolutely fire-proof throughout, all the floors and partitions being of marble, terra-cotta and iron—the staircase of iron and stone.

Each floor is provided with a two-inch fire-plug, not more than 70 feet from the most remote point on the floor. The roof is built of iron covered with terra-cotta tiles.

Its isolated position, as regards surrounding buildings, is an additional security against fire, and affords a superb view, in every direction, of the city, harbor and surrounding country. As the house has no interior court, the apartments enjoy equal advantages as regards light, sun and air. The exterior is of light-brown Roman bricks and brown stone, and is very handsome. The system of heating is that known as direct-in-direct radiation, each radiator being supplied



HOTEL STAFFORD.

with cold air through a duct controlled from the inside by a valve and opening under the window exteriorly ; this secures an abundant supply of fresh air, and makes perfect ventilation. The house throughout is lighted with electricity supplied by three dynamos in the basement. The large ice manufacturing plant has a capacity of two tons daily, and makes the freezing mixture which cools the numerous store rooms and refrigerators for wines, meats, fish, vegetables, butter, milk and the many perishable luxuries necessary in a first-class restaurant. There is a telephone in every room, placing it in communication with the office, which can be connected with that of any other room when desired. There is a mail chute from each floor. The appointments of the restaurant, silverware, linen, glassware and furniture are equal to that of any hotel in America ; the service is of the highest order.

Walters Art Gallery.

No description of this locality would be complete without a word about the William T. Walters Art Galleries, No. 5 Mount Vernon Place. The collection of paintings is the finest and most valuable in this country, and the Oriental Gallery is the most valuable in the world.

First Presbyterian Church.

At the northwest corner of Madison street and Park avenue stands one of the most graceful church buildings in the country, the First Presbyterian. The style is pointed Gothic, and the material used is brownstone from the New Brunswick quarries. The perfect grace and symmetry of the numerous spires have

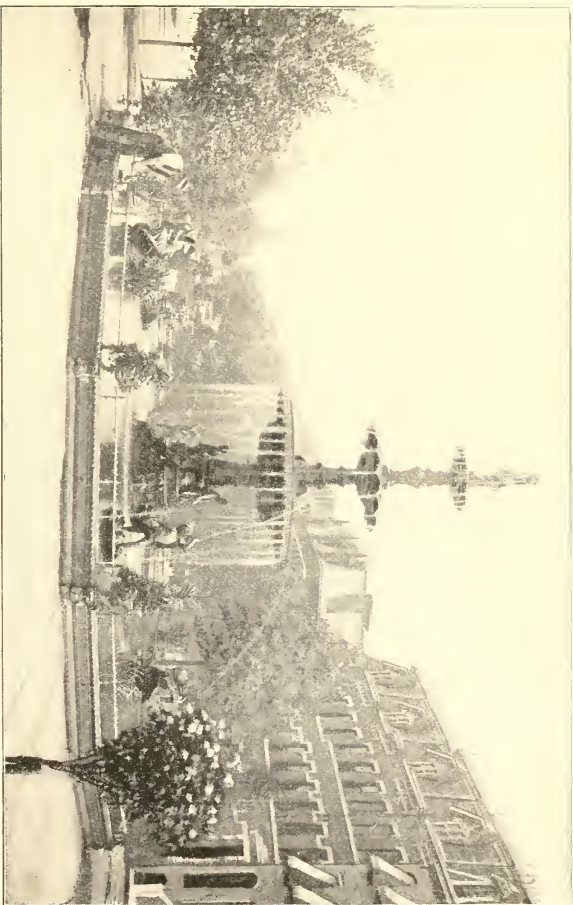
always been a source of pleasure to men of refined taste. The height of the three principal spires is 78, 128 and 268 feet.

Eutaw Place.

Walking west on Madison street to Dolphin, we turn to the right and in a moment we are in Eutaw Place. We do not realize the full beauty of this mile of garden until we reach the apex of the hill at Lanvale street. The Place is 125 feet wide, giving ample room for the central Alameda, which continues to North Avenue, filled with flowers and fountains.

Immediately before us is the beautiful white marble synagogue, Oheb Shalom, oriental in its style—the blending of marble, copper and glittering yellow tiles takes us back at once to the mythical East. Close by, on the same side of the street, stands the new Phoenix Club.

Continuing our walk, we find charming residences on either hand, and on reaching Wilson street we get a view of the great Har Sinai Temple, on the corner of Bolton street, of Romanesque design, and built of Port Deposit granite. The portico, with its Doric columns, is very imposing. Still going west we have a most attractive view of the last of the new Hebrew temples—the Byzantine Temple of the Baltimore Hebrew Congregation on the corner of Madison and Roberts streets. Its stately dome and towers, together with its general appearance of grandeur, make it one of the attractive buildings in the city. On our way out this noble avenue, and very near the Park, we pass the splendid Italian Villa of G. W. Gail, and a few hundred feet further, the



EUTAW PLACE



OHEB SHALOM.



MADISON AVE. ENTRANCE, DRUID HILL PARK.

old mansion of the Brooks family, with its grand old portico. We have now reached the Eutaw Place entrance to

Druid Hill Park.

While not so fine as the other entrances, still it is admitted that the view of lake and forest, and the embellishments of driveways and monuments is nowhere seen to better advantage. A noble park, surely, and in natural beauty not surpassed by any in the world. It is filled with springs of pure water, some of which are medicinal, and everything has been done to make it the people's pleasure ground. The grounds, walks, drive-ways and bridle-paths have been laid out by distinguished engineers and are all that could be desired. Passing down to the lake-drive and going around the head of the lake we are confronted by the colossal statue of Wallace, erected by our fellow-citizen, Wm. W. Spence. It is modeled after the one which crowns the Abby Craig, near Sterling.

The pedestal is of Woodstock granite and measures 13 feet high, 10 feet square at the base and 6 feet, 4 inches at the top, and bears this inscription:

WALLACE,
PATRIOT AND MARTYR
FOR
SCOTTISH LIBERTY.

1305.

The statue is 13 feet, 6 inches from the feet to the top of the helmet, and 17 feet to the tip of the uplifted sword, and is the work of the great Scotch sculptor, D. W. Stevenson, R. S. A.

At the intersection of two roads, almost in the rear of the Wallace Monument is a beautiful full-length statue of Washington, which was presented to the

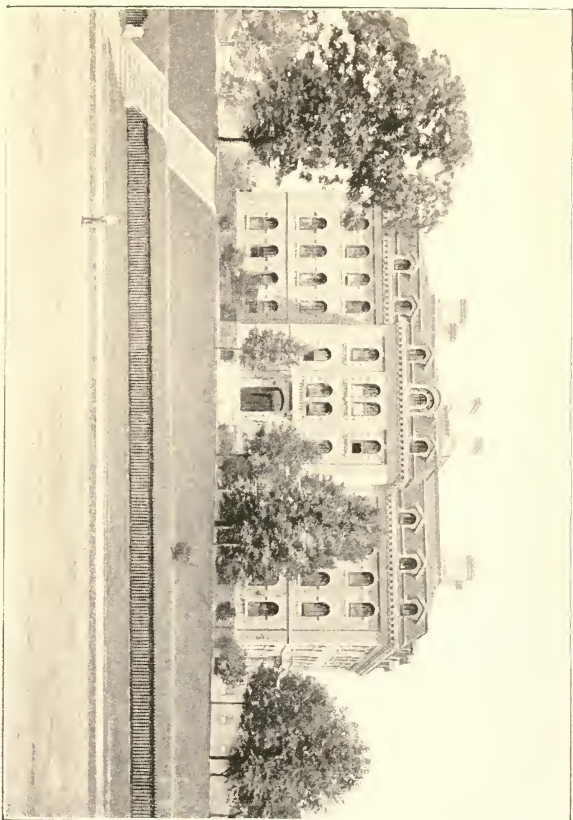
Mayor and City Council of Baltimore, by the grandchildren of Noah Walker, deceased, through President B. F. Newcomer, trustee, of the Safe Deposit and Trust Company. The statue was executed by the American sculptor, Bartholomew. Within a few hundred feet of these, and on the lake-drive, the Italians of Baltimore have placed a costly and graceful pedestal surmounted by a life-size figure of Christopher Columbus, by Achille Canessa, a replica of the one at Genoa.

The Marble Bridge.

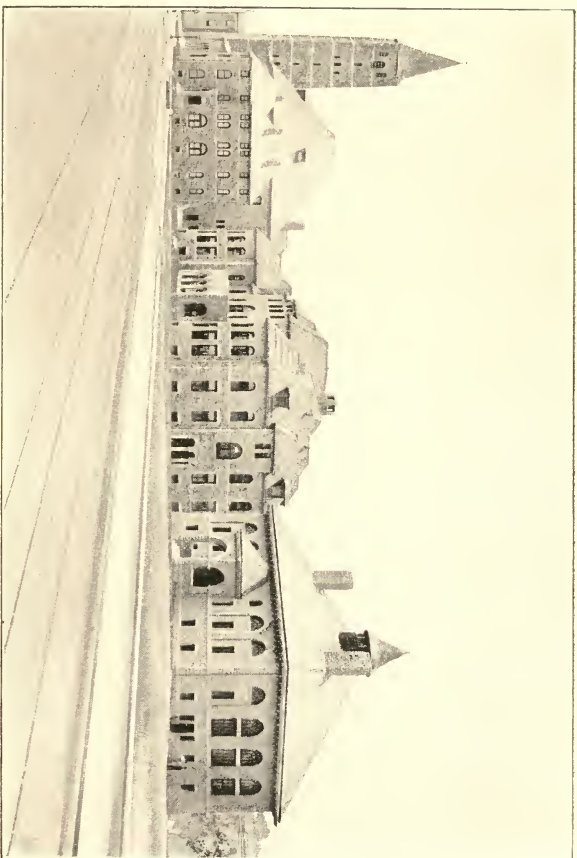
We will now pass out of the Park by the great gateway, the largest in the world, 133 feet, 10 inches, at the head of Mount Royal entrance drive; we soon reach the outer gateway, itself a work of art, the marble columns at either side being single blocks and weighing twenty-one tons each. Within a stone's throw of this entrance, which has let us out on West North Avenue, we find work progressing on the marble bridge spanning Jones' Falls—the last of the twenty-one bridges that cross that stream. The material used was brick and Beaver Dam marble. The entire cost will not be far short of half a million dollars. When completed, a fine view of the St. Paul and Calvert streets and Guilford avenue bridges can be had from this bridge; the three former cross the yard and gardens of the Pennsylvania Railroad Company.

Maryland School for the Blind.

After crossing the temporary bridge reaching North Avenue by way of Oak street, we find ourselves in front of another marble building of generous proportions—The Maryland Institute for the Instruction of



MARYLAND SCHOOL FOR THE BLIND.



THE WOMAN'S COLLEGE.

the Blind, incorporated in 1853. The location is most beautiful and the extensive grounds are always in perfect order.

The Woman's College.

Almost due north of the Blind Asylum stands, in detached masses, the gray buildings of the Woman's College, looking at the distance of a quarter of a mile like the bold strokes of some water-color artist who had exhausted every shade of gray known to the palette for the walls, and not content with that, had laid on every tint from brown umber to claret in treating the Spanish-looking tiling of the roofs; but we will let Prof. Butler describe this gigantic mosaic.

He says: "They (the buildings) are throughout in the Romanesque style, of the Lombard variety, with adaptations from that order to which Vitruvius gave the name Tuscan. They are built of dark, undressed granite, and are surmounted by conspicuous roofs of Roman-red tiles. Architecturally, a member of the group is the First Methodist Episcopal Church standing farthest south, the tower of which is the most conspicuous object in the northern part of the city. This tower is almost an exact reproduction of a *campanile* to be seen just outside the ancient city of Ravenna. The church itself owes some of the most distinctive features of its architecture to suggestions taken from the celebrated San Vitale in Ravenna, the church which, built in 526, A. D., upon the general plan of St. Sophia in Constantinople, became the model for Charlemagne's Cathedral at Aix-la-Chapell. The beautiful windows of the frieze, which serve to light the interior from above, are copied from mosaics in San Nazarioe Celso, the mausoleum of Galla Placidia, the daughter of Theodosius the Great."

The main college building, Goucher Hall, is built in the same general style of architecture, the Lombard. It is continued in Bennett Hall, the Latin School and in every building to be added, which will be a music and art building, a biological laboratory, and an astronomical observatory, which will finish the central group of buildings.

One of the most beautiful adjuncts of college life, is the dormitories. They stand some squares apart at present, and are being added to as occasion requires. Elegant structures of brick—no expense has been spared in their interior arrangements to make the girl student feel at home. All are in charge of ladies of the highest character and attainments.

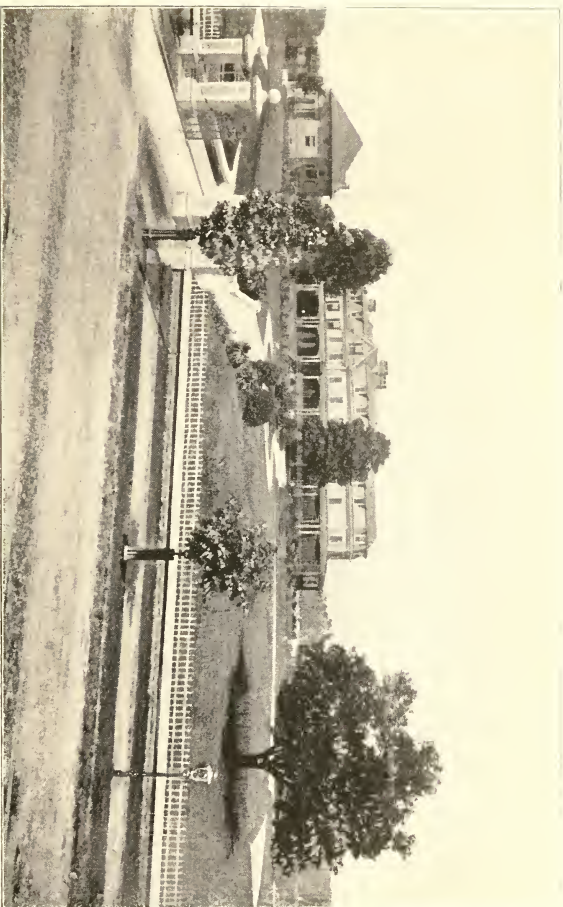
President Goucher is the directing and ruling spirit which has brought to pass all that we see and admire in this beautiful group of buildings, and better the enlightened and cultured course of studies going on within the walls—to every young woman, a protector and friend—to the orphan a father and counsellor—to all, the christian gentleman, *sans peur et sans reproche*.

The Samuel Ready Asylum.

Still going east we pass the great city of the dead, Greenmount, and are soon attracted by the beauty of the situation and grounds of the Samuel Ready Orphan Asylum under the charge of ladies who devote all their time to the little ones. It is at once, a home and a playground.

The First Monument to Columbus.

A very remarkable object stands within this enclosure, the *first* monument to Christopher Columbus, erected by the Chevalier D'Amor, French Consul

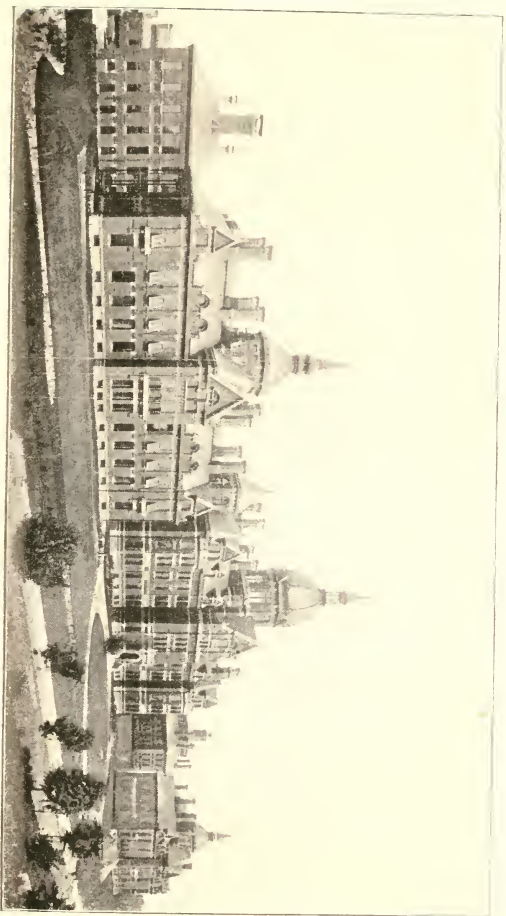


THE SAMUEL READY ASYLUM.



THE FIRST MONUMENT TO COLUMBUS.

(READY ASYLUM GROUNDS.)



THE JOHNS HOPKINS HOSPITAL.

General, October 12th, 1792—the three hundredth anniversary of his landing. It is 50 feet in height and quadrangular in form. Thirty years afterwards his native city, Genoa, erected its first monument to him.

Johns Hopkins Hospital.

Before going down the model city street, Broadway, we catch a glimpse of the new park, Clifton, lying northeast of us, its hundreds of acres containing some of the most valuable trees in the country. The city is to be congratulated on securing this beautiful addition to her diadem of parks. It was the former home of the great citizen and philanthropist, Johns Hopkins, whose hospital we are now approaching by way of Broadway's endless gardens.

On the east side of the street, and opposite Jefferson street, which it closes, stands the greatest hospital in the world to-day. The grandeur of the situation, overlooking the city and bay, is in perfect accord with the noble purposes of its founder. The main front of the hospital, and the principal entrance, is on Broadway facing to the west. The buildings upon the main front, and especially the administration, with the two pay wards, may be said to embody the architectural features of the hospital. All the other buildings have comparatively plain exteriors. The buildings having special relation to the educational features of the institution—namely: the amphitheatre, dispensary and pathological laboratory are located on the northeast in proximity to grounds owned by the Johns Hopkins University, on the northeast corner of Monument and Wolfe streets, upon which grounds the buildings of the Medical Department of the University are to be erected. All the buildings,

except the gate-lodge, the pathological laboratory, the laundry and the stable, are connected by a covered corridor. The floor of the corridor is at the uniform level of 114 feet above mean tide. The top of this corridor is nearly flat, forming an open terrace walk at the level of 124 feet above mean tide, being the level of the ward floors. It is not possible to pass to or from the octagon or either of the common wards without going into the free external air, so that there can be no communication between the air of different wards. The entire cost was \$2,250,000.

This is all the space that can be devoted to this subject; 500 pages would be required to do it justice. The full intent in the founder's mind may be gathered from his oft-repeated injunction—that "in all your arrangements in relation to this hospital, you will bear constantly in mind that it is my wish and purpose that the institution shall ultimately form a part of the medical school of the University."

Thomas Wildey Monument.

With much reluctance we take our departure and again walk south through the endless gardens of Broadway until we reach the monument to Thomas Wildey, founder of the Order of Odd Fellows of America, dedicated on April 26th, 1865. The base is surmounted by a Grecian Doric column, 52 feet in height, on which stands a figure of Charity.

Church Home.

On the west side of the street, facing the monument, is the Episcopal Church Home in which the talented poet, Edgar Allen Poe, author of the "Raven," died. He is buried at Westminster Presbyterian Church, on the southeast corner of Green and Fayette streets.



CHURCH HOME AND WILDEY MONUMENT.



WELLS AND MCCOMAS' MONUMENT.

Patterson Park.

Turning down East Baltimore street we soon reach Patterson Park, another emerald in the diadem of the city. It is most beautifully adorned, has a very fine observatory tower from which extensive views of the city, harbor, and the Chesapeake bay can be obtained. A fine Casino has lately been added to the many attractions, and the Park Board has very wisely retained the old entrenchments thrown up by the American army during the war of 1812.

Wells and McComas' Monument.

Before leaving East Baltimore we must visit the elegant marble monument erected to the memory of the two apprentice boys, Daniel Wells and Henry McComas, killed at the battle of North Point, both members of Captain Aisquith's company of sharpshooters, and the same age, 18, friends and members of the same trade, both fell at the first fire of the English. Their deaths were so touching, and their conduct so gallant, that a grateful community erected this monument to them with every mark of respect. The bodies of the boys rest under it. It stands at the intersection of Aisquith, Gay and Monument streets—Ashland Square.

McKim Free School.

Soon reaching Baltimore street, by way of Aisquith, we pass the McKim Free School, an exact copy of the temple of Theseus at Athens. The portico consists of six fluted columns, the four central ones being 3 feet, $\frac{3}{4}$ inch in diameter, and what is most singular the two external columns are thicker, because the best Greek architects claimed that this

must be done to correct an imperfection of the sight in judging of the magnitude of objects in similar situations.

Maryland Institute School of Art and Design.

A short distance west of the McKim Free School, and on the south side of Baltimore street, is the Maryland Institute for the Promotion of Mechanic Arts. It contains a school of art and design, museum of art and design, library and commercial school. Over one thousand scholars attend the various classes, day and night. In this building John C. Breckenridge was nominated for President, April 23rd, 1860.

A disposition to surround themselves with works of art and literary treasures, and a desire to encourage the useful and beautiful, which has always been characteristic of the citizens of Baltimore, was duly manifested in a substantial manner by the founding of the Maryland Institute, organized in 1825, and incorporated in 1826.

Among its promoters were many of the most influential, learned and leading men of that time. In 1835, while occupying part of the Athenæum building, it was burnt out with all its properties, and after a suspension of twelve years, was re-organized in 1847, and has enjoyed an un-interrupted career of success up to the present time.

In 1851 the present imposing building was erected at a cost of \$102,000,00. It is centrally located, being but a few hundred yards from the Custom House, Post-Office, City Hall and the principal Hotels. It fronts 60 feet on Baltimore Street, the principal street of the city, and extends 355 feet to Water street. It



MARYLAND INSTITUTE.

is entirely isolated from other buildings, thus enjoying ample light and ventilation. The rooms occupied for studios and galleries are commodious and liberally supplied with all the accessories of an art and industrial institution, in addition to which there is a Library of 20,000 volumes, largely relating to the Arts and Sciences.

The schools comprise a Day School devoted to the fine arts, in which are taught free-hand drawing, designing, painting in water-colors and in oil, modeling and studies from life, and a Night School devoted to industrial drawing, in which are taught free-hand, mechanical and architectural drawing.

In the Day School, students enter as "Special" in any branch and for such period as they desire, a prerequisite, however, for the higher branches being a sufficient knowledge of drawing, or as "Regular," which comprehends a systematic training in all branches extending through a course of four years.

In the Night School, students enter one branch only as they may elect, the full course also covering a period of four years. Those students who successfully pass through a full course in either Day or Night School receive the diploma of the Institute, by authority from the State of Maryland, which is *prima facie* evidence of the ability of its possessor.

The faculty, headed by Professor Otto Fuchs, Principal, formerly of the Boston Evening Drawing Schools, Cooper Institute, New York, United States Naval Academy and Director of the State Normal Art School of Massachusetts, is equal to that of any similar institution in the country. Twenty-three thousand, three hundred and eighty-four students, among whom may be named, Wm. H. Rinehart, H. Bolton Jones,

C. Y. Turner, H. D. A. Henning, Louis P. Dietrich, Paul Hallwig, German H. Hunt, Wm. T. Howard, Sam'l W. Regester, Chas. L. Carson, Wm. F. Weber, J. Theo. Oster, Rich'd W. Preece, John D. Ford and many others, have received instruction in these schools since their organization, and many other of the students and graduates, within the knowledge of the Managers, have also risen to eminence as artists, engineers, manufacturers, architects and builders, and also as teachers, not only in our own city and State, but elsewhere.

The outfit devoted to the interests of these Schools represents an outlay of over \$175,000,00; the equipment of the Art and Industrial classes—which is being constantly enlarged—includes a splendid collection of all the most important casts of antique figures and heads, specimens of designs in wrought iron, stained glass, terra cotta, etc., etc. Complete models of stationary and marine engines, steam pumps and other machinery, structural details of buildings, etc., so that the most perfect facilities are provided for studying from objects in every department.

The policy of the Managers is to keep these schools—which have achieved a national reputation, and are accorded position—second to none within their range, among Art Educational Institutions, in all respects abreast of the times.

That the excellence of these schools is recognized and appreciated is evidenced by the number of students, nearly one thousand, in attendance during the past year, among whom were many who hailed from other States of the Union.

A block or two further west again brings us to the centre of the city, and the locality where the great

daily newspapers have located, and the banks, safe deposit companies, offices of steamship lines, the Corn and Flour Exchange.

The Baltimore American.

Among the newspapers, in point of age, the *American* stands first; although it started under the title of The Maryland Journal and Baltimore Advertiser, on August 20th, 1773. Previous to that time we had to depend on Annapolis for our local news.

Wm. Goddard, the proprietor of The Maryland Journal, the first newspaper published in Baltimore, was born in 1740. In May, 1773, he opened a printing office at the corner of South and Baltimore streets, and on July 15th, 1773, he issued his prospectus of The Maryland Journal and Baltimore Advertiser, the first number of which appeared on August 20th, 1773. It was handsomely printed on stout paper, and contained twelve broad columns. George Washington was the largest advertiser in the first issue. All through the Revolution it was one of the busiest workers for liberty. Miss Katherine Goddard, who was its editor in the absence of her brother, was the first woman in American journalism.

George Henry Calvert, a descendent of Lord Baltimore, was editor of the *American* in 1826, and was master of a pure and scholarly style in prose and poetry. He was elected Mayor of Newport, R. I., in 1853.

The Maryland Journal and Baltimore Universal Advertiser was issued daily, except Sunday, and the publication thus commenced January 1st, 1795, has been regularly continued ever since. The anti-Federal spirit which illustrated the early days of politics in

Baltimore, attracted the attention of Alexander Martin of Boston, and induced him to visit the new, thriving city on the Patapsco and purchase, on May 1st, 1799, the presses and material of The Maryland Journal, and on the same day to issue his prospectus. The first number of the *American* was issued by Alexander Martin on May 4th, 1799, at 93 Bond street, Fell's Point. Mr. Martin had also a branch office for the receipt of subscriptions and advertisements at No. 15 Baltimore street.

While Mr. C. C. Fulton had long been practically the manager of the *American*, he did not become the sole proprietor until 1864. On the 1st of July, 1864, Mr. Joseph T. Dobbin, administrator, sold to Charles C. Fulton, the surviving partner of the firm of Dobbin & Fulton, the entire half interest of his father's estate.

Finding its old quarters, 126 and 128 west Baltimore street, inadequate to the transaction of its rapidly expanding business, the *American* sought larger and more modern accommodations. In 1873 Mr. Fulton purchased the buildings and ground at the southwest corner of Baltimore and South streets, where the *American* Building now stands, and since his death the prosperity of the paper has been assured by the able management of its present editor, Gen. Felix Agnus.

The Sun.

The *Sun* was founded by Mr. A. S. Abell, May 17th, 1837. It was the first penny paper, and proved to be a success from the first issue, gaining a wonderful reputation for untiring energy in procuring the news of the day, which was much extended by the establishment of the Pony Express at the commencement of the Mexican war, by which means it gave to the

world the earliest intelligence from the seat of war. The tendency to exaggerate the most commonplace events, which has become so popular with many of our American journals, has not affected the *Sun*, as the news which it presents is always in a concise and attractive form. It is a noteworthy fact, that its building—"The Sun Iron Building" as it is called, was so designated because of the fact that it was the first metal building erected in America.

Mr. Abell was born in East Providence, Rhode Island, August 10th, 1806. He received the elements of a plain education, and at the age of fourteen years began life as a clerk. He subsequently learned the printing trade as an apprentice in the office of the *Providence Patriot*, a Democratic journal of the Jeffersonian school. Mr. Abell came to Baltimore, where, on the 17th of May, 1837, he founded the *Sun*. Mr. Abell identified himself with the conduct and management of the *Sun*. He sold his interest in the *Public Ledger* in Philadelphia in 1864, and four years later became the sole proprietor of the *Sun*. In the management of the *Sun* and carrying out its objects he concentrated his personal ambitions. It was his life-work—the work to which he dedicated all his energies—to secure the completed fulfillment of the ideas which he had announced in the beginning as controlling its policy—the furtherance of the common good. No other occupation, dignity or honor had any attractions for him. During his long and honorable career in Baltimore he contributed greatly to the growth and beautifying of the city. He was an intelligent and earnest promotor of many important mechanical inventions by which the art of printing has been so much advanced and the field of newspaper enterprise widened.

The first document of any length transmitted over the experimental telegraph line between Washington and Baltimore was the President's Message, which was telegraphed to and published in the *Sun* with an accuracy that excited general astonishment and established all the claims which had been made for the wonderful invention of Morse.

The German Correspondent.

Three years after the founding of the *Sun*, in 1840, Col. Frederick Raine launched the *German Correspondent*, which is the leading German paper of our city. Originally a weekly, it became a daily in a few years. Noted for the strong common sense of its public utterances, it has the respect and confidence of all classes, not only in our own State and city, but all over the country.

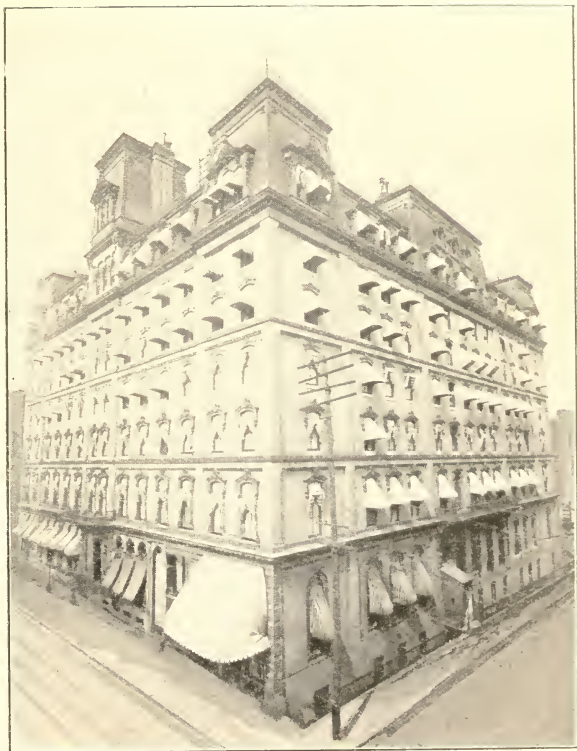
The Morning Herald.

The *Morning Herald*, a young bright journal, is making rapid progress, is very popular, and has now under roof the finest newspaper building in the city, on the northwest corner of Fayette and St. Paul streets.

While in the central part of the city a look at the banking institutions and trust companies seems not out of place:

The Carrollton Hotel.

This fine house, with a capacity of three hundred rooms, stands on the site of the "Old Fountain Inn." It fronts on three streets—Light, German and Baltimore, on which latter is located the ladies' entrance. The central location and fine table has always made it popular with business men. The elegant Exchange



CARROLLTON HOTEL.

room, and the Drawing room for ladies are among its many attractions. It is furnished throughout with elevators and electric bells.

We present a very fine view of this famous hotel.

Merchants' National Bank.

First in importance is the Merchants' National Bank; their building, lately erected, being on a scale of magnificence seldom surpassed. The building occupies 52 feet on South street and 144 feet on Water street. Modern renaissance is the style of architecture, and as the building has three fronts it is very effective. All work and material used were the best that could be procured. The character of the foundations will be of interest to builders, and are the first of the kind used in this city, being formed of four layers of beams, giving a width of 22 feet, all bedded in Portland cement, laid on solid gravel below tide level. The entrance proper is through an archway, 10 feet wide, protected by an elaborate wrought transom grille and solid bronze doors. The interior wood work is all mahogany, and the book-keepers and clerks are all enclosed by a richly designed screen made of Jaune Lamartene marble and bronze.

The elegant building of the Safe Deposit and Trust Company was, when built, regarded as the finest in this country, and stands on South street near German.

Antiquities.

Although the city has been in existence for almost two centuries, it has very few antiquities. Fort McHenry having been built in 1794, is possibly the oldest United States fort; and we have an interesting old church, also in the southern portion of the

city, on Conway street, near Sharp, the German E. R. Church, otherwise known as the Otterbein. The present church was built in 1785, taking the place of a frame church built in 1771.

In the southwestern portion of the city we have an interesting mansion, Mount Clare, built by Hon. Charles Carroll, barrister, in 1765. He was next to Daniel Dulaney, possibly, the greatest lawyer of the Revolutionary period; was educated at the University of Cambridge and at the Middle Temple, London, and was a direct descendant of Daniel Carroll, of Ely, who presented his twenty sons mounted, accoutred and armed, to the Earl of Ormond, for the service of King Charles I. It was a favorite resort of Major George Washington, before the Revolution, and the city has a copy of a picture showing the Major and Mr. Carroll going on a hunting trip.

Federal Hill Park.

On the south of the harbor, and overlooking the entire city, is Federal Hill Park. The Hill is noted for its wonderful deposits of clay, iron and fossils of all kinds. Here General B. F. Butler built his fort, during the civil war, and gallant Armistead's memory is kept green by the monument erected to him at the northeast corner of the Park.

The Johns Hopkins University.

The great Johns Hopkins University makes no pretensions in the way of architecture, McCoy Hall being, probably, the most imposing edifice so far erected; but the influence of the University, and the refining and educating power it exerts, is all-pervading.

While this great seat of learning has not the hoar of age upon it, it has done in the ten years of its existence such work as makes it famous the world over, and in no land or country where modern science is pursued is the fame of this school unknown. From its very inception the effort of its directors seems to have been not to follow, but to lead, and while attracting the brightest minds among its instructors still to offer great incentives for original research, by this effort success has crowned endeavor, and far and wide has flown the name of Johns Hopkins, who, by his millions, has established a monument more enduring than bronze or massive granite, or more beneficial to his race and age than thrice the millions spent in mean and petty ways.

Pratt Free Libraries.

The Enoch Pratt Free Libraries, of which the city has six, were the free gift of Mr. Enoch Pratt. The central library is located on west Mulberry street, near Cathedral, and is a very beautiful white marble building.

Endowed by its founder with ample revenues, so secured that there is no risk of loss or diminution, this great library is made free to all citizens. Its spacious rooms, and its ever increasing store of pleasure and learning, show how wisely and thoughtfully the great benefactor planned. He planted this foundation, and with his ripe business acumen looked after its performance, so that when years shall have passed away the name of Enoch Pratt will still be ever present as one of our city's men of public worth.

In closing this short history of the Modern City, we but voice the sentiment of all true sons of Maryland, when we say that no better city exists to-day on the American continent, or one in which more real enterprise has had its rise. All true Baltimoreans, no matter in what part of the world they may live, always hope to be able to return within her walls before "Old Time" shall claim them.

Mount Vernon Hotel.

As will be seen in the accompanying view this Hotel has a decided advantage in its elegant location. It is not large, and only caters for the most select trade. Built of brown stone, fronting on West Monument street, in full view of the classic Mount Vernon Place and the Washington Monument, it has long been a favorite with refined people. The table and appointments are all that could be desired.

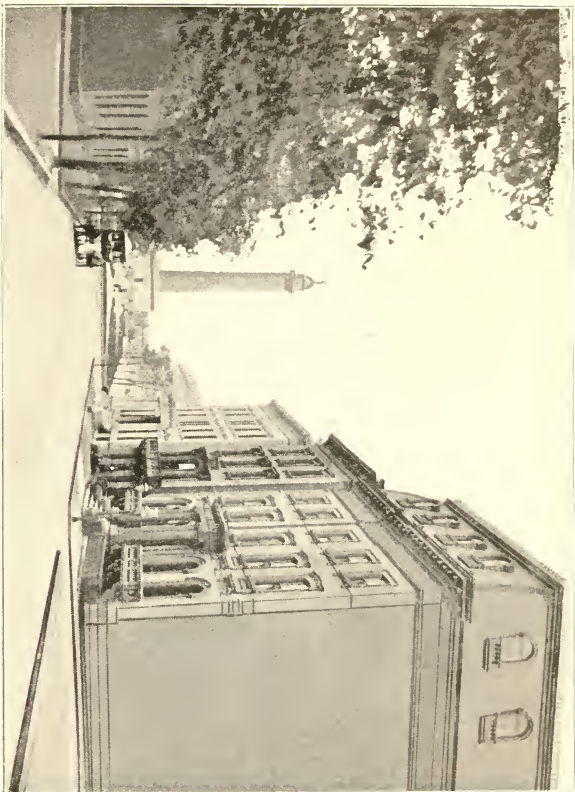
The New Court House.

The building about to be erected, and which will cover the entire lot bounded by Calvert, Lexington, Fayette and St. Paul streets, will be a much-needed addition to the many beautiful and artistic structures that we have seen spring up in our Modern City within a few years; in fact this building will, when completed, entirely transform the western side of Monument Square as the Post Office does the eastern, and will lend a grace and dignity to the locality which has increased rather than diminished with advancing years.

The exterior dimensions of the building will be generous, its front being 200 feet and depth 325 feet.



ENOCH PRATT FREE LIBRARY.



MOUNT VERNON HOTEL.

The exterior walls of the building will be of Maryland marble on a basement story of Maryland granite. The architectural style is a free renaissance treatment of the Ionic order. The most important feature being the colonnade and the recessed loggia on the Calvert street facade. The rest of the exterior is created with Ionic pilasters supporting an enriched entablature, crowning the whole; the pilasters however being omitted on the pavilions at the four corners for the better result of contrast and solidity of effect.

Special features are made of the St. Paul street entrance on this floor and the Criminal Court vestibules, both of which are to be lined and have columns of richly colored marbles.

The second floor contains the Superior Court, additional Superior Court and their offices, the two Courts of Common Pleas and their offices, the two Circuit Courts and their offices. On this floor the Superior Court is the most elaborately treated room, being wainscoted to the height of doors with Italian marble and having a richly ornamented plaster ceiling.

On the third floor is located the Supreme Bench, a domed room about 40 feet in diameter, the dome being carried on sixteen monolithic columns and sixteen pilasters of a rich yellow brown veined vermillion marble. This room is lighted almost solely by a large eye, or window, in the centre of the dome. The Supreme Bench occupies the centre of the Calvert street facade. Opposite to it, at the other end of the building, occupying the whole of the St. Paul street facade, is the Bar Library, the larger room of which is 35 feet in width by 105 feet in length, with a heavy ribbed enriched vaulted ceiling. This room is lighted from both sides—St. Paul street and the inner court,

At either end of the Bar Library are three reading and conversation rooms, finished in mahogany wainscot and doors.

There are in the building, running from basement to top story, four staircases, one at each corner of the building, and adjoining each staircase an elevator.

The heating and ventilating apparatus is entirely located in the sub-basement, being lighted from the large interior courts.

The prisoners' entrance is through the archway on the Lexington street side, about where the entrance to the old Criminal Court now is, the van driving directly to the prisoners' entrance to the lower court yard, through which the staircase leads direct to Guard Room which is surrounded by the Lock-ups. From the Guard Room another stair leads direct to the two Criminal Courts.

The Guard Rooms are floored in marble and lined throughout with enameled brick, so that they can be kept perfectly clean by turning on the hose. All passages and corridors through which the prisoners are to come are lined with marble.

All Jury Rooms are in direct communication with their court rooms and are only entered through the court rooms, so that when the jury has gone to its room for consultation there is no chance for outside communication.

The Judges' Rooms, in every case, adjoin and communicate with the court rooms, and have also another entrance leading to the public corridors.

The staircases from the Calvert street entrance to the second story are entirely of marble, lighted by domed skylights; midway between the first and second story are balconies on these staircases, overlooking



THE NEW COURT HOUSE.

the Criminal Court vestibule, which is perhaps the richest architectural feature in the building.

The building will be supplied with electricity in every part, and private telephones communicating with the different offices.

The heating will be by the forced indirect system, steam coils being located in the cellar, and the air forced into the rooms by registers.

So far as human foresight can go the building is to be fire-proof throughout, the spans between the walls or support are kept under twenty-five feet, so that the most direct means of construction might be used, the rooms for records are practically fire-proof vaults.

There are four entrances, one on the basement level at the centre of the Calvert street facade, entering into the vestibule about 60 feet square, through which two marble staircases extend to the first story and the Criminal Court vestibule.

On Lexington and Fayette streets, in the centre of each facade, is an entrance about midway between the levels of the first and basement stories, with staircases leading to each.

On the St. Paul street side in the centre of the facade is another entrance about as large as the Calvert street entrance, at the level of the first floor. These vestibules, as well as the corridors on the basement floor and all other floors in the building, are floored with marble mosaic and wainscoted with marble. All doors, trims and jambs being of the same material.

Located in the basement are all the offices connected with the Sheriff's Office, all the offices connected with the Marshal's Office, Prisoners, Lock-ups and Guard Rooms.

The grand and imposing building will be without dome, tower or spire of any kind, the charm of its simple, yet grand and dignified exterior leaves nothing to be desired, and the commission of gentlemen who, without money and without price, have given days, weeks and months of serious thought to its planning and construction deserve and will receive the unstinted thanks of this community.

Architecture in Baltimore.

In preparing this brief account of Baltimore architecture, it was found that the same subject had a few years ago been somewhat comprehensively treated in a leading periodical, on very much the same lines and by the same author, who, by request, contributes this article, hence the following pages will quote freely from the former contributions, with such various changes and additions of new matter as the progress of events and building development naturally would require. And it may be noted at once that it is with no intention of mere superlative or even positive commendation alone that the architecture of any one city should be treated. To approach the subject in such a spirit, unfortunately too often adopted, would afford little of either interest or useful information to the ordinary reader, and would naturally be regarded as the mere outcome of a desire for eulogistic self-advertisement, and of a self-satisfaction often due to ignorance of all beyond one's own narrow borders. It is characteristic, perhaps, of the older eastern cities of our land to take a calmer and more accurate comparative view of their respective merits and deficiencies, and to feel that it is healthier and more conducive to real progress to do so, and in no way

incompatible with a spirit of loyalty and just pride in one's own possessions.

Our older cities have, so to speak, "arrived" where they can naturally afford to take this position, as, in a far greater degree, the cities of the old world have long ago done. One does not "count heads" and wrangle and boast over the addition of a few thousands to the population in London or Paris or Berlin or Vienna. They are known and felt to be the great civic centres of wealth and culture and commerce and art of the modern world, in all that is really great, each according to its own particular resources and conditions, in its own way with its own character, and it matters little what their population may be, and this is not only on account of a difference of nationality or long distance apart, as some may suggest, for in America our large cities lie often as far separated by wide areas of territory and in the midst of climates and conditions as varying as those created by any more distinct geographical or political divisions.

The old story of the man who, when he came to London, said he "could not see the town for the houses" might have more truth than paradox about it. A mere collection of houses, however extensive, does not necessarily make a city, and it certainly does not necessarily form architecture in any true sense of the word; indeed the demolition of half the houses of a town, might, in many cases, leave a much better architectural result than what previously existed. Not, perhaps, from our typical American method of confusing the bigness and the greatness of our cities—many are big; few are great—or of resting all claim to rank on the statistics of population and areas comprised within very arbitrary boun-



Y. M. C. A. BUILDING.

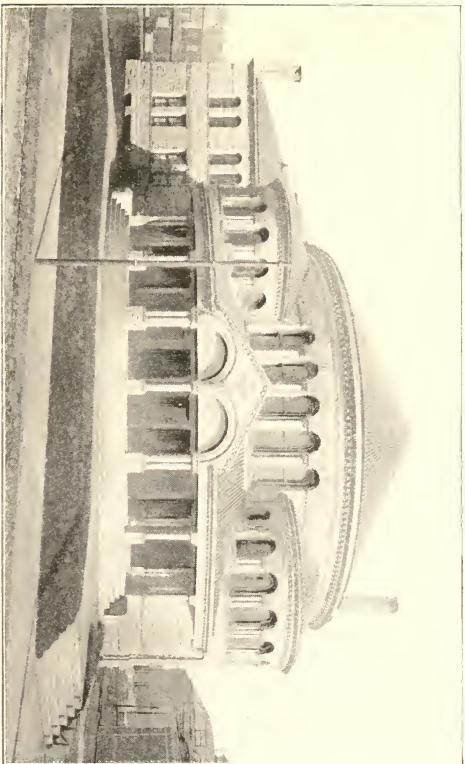
daries, often the virgin soil of a western prairie, which even the mushroom growth of frame structures has not yet covered.

It is doubtless somewhat trite to observe that in architecture we find a continuous process of evolution, perhaps in a more marked degree than in other art or science, or, indeed, than in anything on the face of the earth that bears the impress of man's mind and hand, and which is not merely the result of a simple action or Nature. True, from time to time, and particularly in later days, there have appeared here and there creations certainly striking, but apparently the result of mere whim; they were things born without parentage, inheriting no character and leaving no issue. Hence the true architectural status of any given epoch or locality can hardly be intelligently understood or criticised without a certain knowledge of what has preceded it, under such influences as changes in historic, social, commercial or climatic conditions, and it is only with this preparation that we should undertake any architectural description or criticism, for so rapid have been the changes in the conditions that have affected our city architecture in the past hundred years, that what it is to-day is a very different thing from what it was in the year eighteen hundred, or even fifty, or indeed twenty-five years ago; a difference almost as great as what would formerly mark a period of several centuries or two distinct nationalities.

There is a certain amount of both profit and interest in looking back some half century, more or less, at what were the prevailing types in any one of our eastern cities, and noting the several steps that have led us (up or down) from then to now. New York,

Philadelphia, Baltimore and Boston, ranking in population in this order, were then our only cities that had rightly any claim to the name, the place of second in importance being probably disputed between the Puritan and the Quaker, while such respectable towns as Albany, Richmond and Charleston were already some distance in the rear, the National Capital little more than a group of public buildings slowly rising in distant view of each other, and our great Western prodigies, at the best, merely precocious infants. Fifty years ago, or more, the difference was rather one of degree than of kind, that is (with some few exceptions) the best things in and around Baltimore were quite as good in their way, quite as substantial and well-designed, as the best in and around New York, and this notably the case in dwelling-house architecture, and the dwelling is really the architectural type that tells the story of a people more accurately than any other, being the clearer exponent of their habits and tastes, in that it is more intimately associated with their lives than any public building, secular or religious.

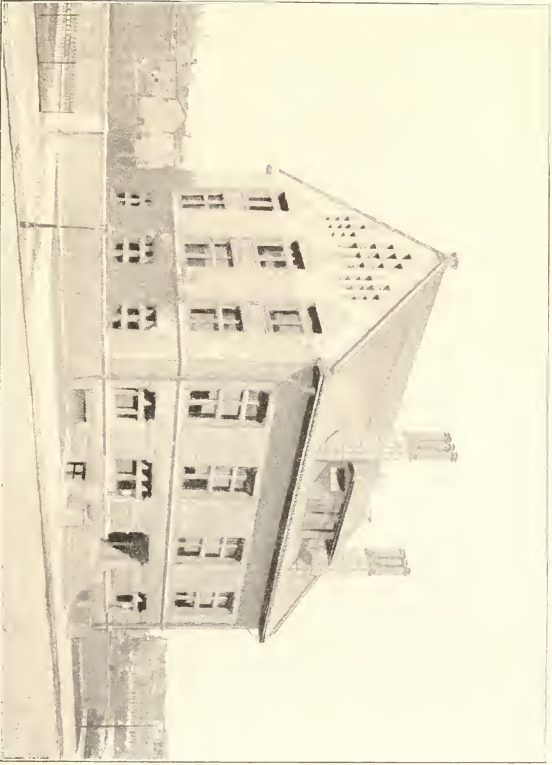
While, then, we find the generation of our grandfathers living in the steep and narrow but well-paved streets of Boston in houses usually built of brick, frequently combined with granite and very solid in construction, among whose characteristic features were the deeply-recessed "stoops" (leaving no unprotected steps projecting onto the side-walks) and the rapidly-developing "swell front"—severely devoid of any decoration, or else, in the more pretentious examples, exhibiting very interesting bits of classical and colonial detail, and all more or less the natural result of local conditions—while we may note all this



ASSOCIATE REFORMED PRESBYTERIAN CHURCH.

in the sturdy old New England city, we find a decidedly different type of house prevailing in New York, Philadelphia and Baltimore, but a much greater similarity in the style of things between those three cities themselves. Here the material was also generally brick and laid in "Flemish bond," but marble as a rule taking the place of granite. Broad steps, with iron rails, projected upon the sidewalks, or else we had the low front door of the "English basement." "Swell fronts" were rare exceptions—the houses here were somewhat broader and lower than in Boston, and there was more ornamental detail of good classical proportions, often expanding into very artistic bits of decoration. In New York the distinctive feature has always been that everything is perhaps a little bigger and rather more of it than elsewhere, an element that was largely developed with even less commendable results in the succeeding "brownstone age." In Philadelphia, we have always had the almost unbroken flatness of the entire city, the uniformly narrow streets and prevailing sameness of the houses, with the marked local characteristics of the solid white wooden outside shutters. While in Baltimore we find a great diversity of hill and level land, wider streets and more variation in the treatment of the house-front. The uniformly wide streets, and that rather in the driveway than in the sidewalk, were in some parts of the city uncalled for by the amount of traffic passing through them, often on the side of steep hills that were not inviting to vehicles, and being but badly paved with cobble stones (till within the last few years) not infrequently gave good grounds, in some spots at least, for the rumor that grass grew in their midst. The difference in the *class* of houses, with

conspicuous exceptions, was likewise rather that of degree than of kind, the more pretentious and expensive being simply larger, and that rather in the number than in the size of their rooms, and containing richer details of interior finish. Baltimore, unlike her more Northern sisters, had no suburbs of pleasant towns about her, nothing to correspond to Cambridge, Brookline, Roxbury and Charlestown, that cling to the outskirts of Boston; her streets gradually lost themselves in the country, after degenerating into rather unattractive highways, chiefly occupied by mechanics' houses and factories—some dozen or so of the principal avenues suddenly converting themselves into the old-time turnpike road, and, to the North, South and West stretching themselves out through most attractive country toward neighboring points of more or less importance, while to the East lay the rather uninteresting and thinly populated low-lands around the shores of the river and bay. These main roads for many miles round on three sides of the city, branched off into a perfect network of picturesque lanes, recalling in many respects the rural charms of their English prototype, and led to innumerable country-seats of various descriptions—"Colonial," "Italian," "Gothic" and "vernacular"—from the simple country home of five or ten acres, within sight of the city spires, to the more distant farms of many hundreds, where many of the citizens spent their summers, and many made their homes for the entire year. Baltimore proper never had, even long before the days of which we are now speaking, anything of a rural town aspect, like, for example, her very interesting neighbor, Annapolis, who for many years had been regarding her rather in



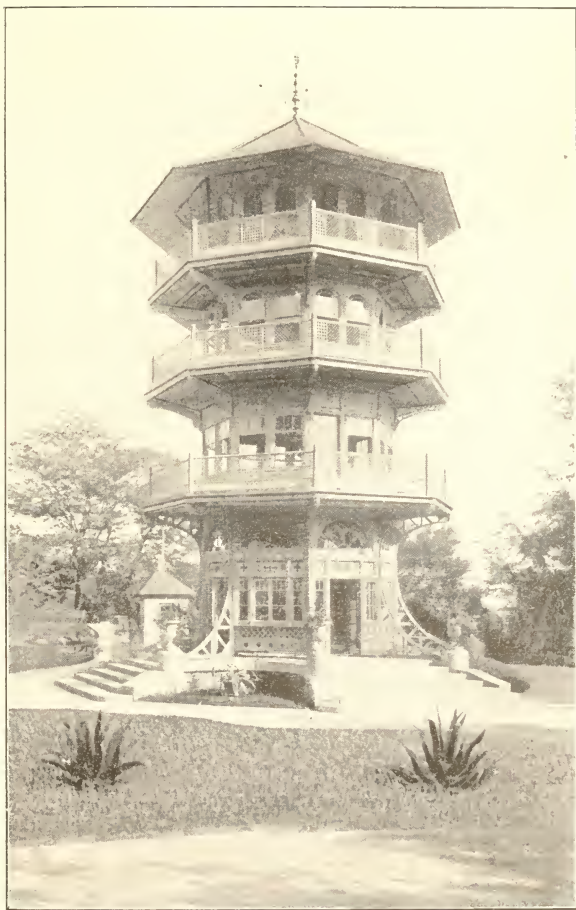
BRYN MAWR SCHOOL.

the aspect of a commercial parvenue of somewhat mushroom growth. Once you touched Baltimore's boundaries you found yourself in streets that were all paved with brick and cobble-stones, systematically laid out and closely built; few and far between were the houses that were surrounded by a garden, though not uncommonly those of the better class had reserved a side garden of the width of an adjacent city lot, inclosed by a brick wall and usually with the view to future building improvements; in one or two streets was to be found the arrangement of high terrace as it still exists in Mt. Vernon street, Boston, but what usually is known as the row of "Terraces" or "Villas" was nowhere seen, and frame buildings, except of very ancient date, did not exist within the city limits.

Such was Baltimore half a century ago. She is something very different to-day. Not that the transformation is anything abnormal, or due to anything more than the natural development of a prosperous modern city; indeed her progress has not been so rapid as that of some of her sisters, and from the rapid growth of Western towns and the all-embracing policy of Boston toward her surroundings, in 1880 she had fallen from the third to the sixth place in the scale of population, and that, too, in regarding the development of Brooklyn as only an outgrowth of New York, but already her streets extend far out into what was a few years ago picturesque and sometimes almost wild country, and various lines of steam and electric cars connect her with her rapidly developing suburban towns. We need not follow the changes that moved her centre of social fashion from Battle Monument Square up to the now central Mt.

Vernon Place and far beyond, that gave her the six hundred acres of the beautiful Druid Hill Park for her pleasure-ground and that has made her conspicuous as a literary, musical and art centre in the new light of her University, her libraries, her Peabody Institute and her Walters Gallery ; but we must not fail to consider these elements in a community as important factors that necessarily influence its architecture, both directly and indirectly. Let us go back for a moment for a little further retrospect of the things of former days.

When one thinks of the "good old houses of fifty years ago," or when we look upon the calm and dignified faces of some of these worthy old citizens of a former generation, now too often abandoned to ignoble uses and neglect, patiently waiting their ruin under the invading tide of impudent upstarts pressing upon them from every side, when we walk through their ample halls and rooms, and over their broad and easy stairways, we cannot but dwell upon the fact of how really genuine and good they were, in the light of their own day and generation, and what comfortable homes they made in all that the life of refined and cultivated people then asked for. That dark age of constructive and decorative immoralities and abominations had not yet settled upon the world, whose crying evils finally called forth such reforms as "Eastlake " and "Queen Anne," and, alas ! all the later slanders and traductions that have been done in their sacred names. Bricks and mortar, stone and wood and iron were generally used, each in its fitting place, and were not subjected to the humiliating office of imitating each other. All this was true even for the houses which, although about 25 or 30



OBSERVATORY, PATTERSON PARK.

feet broad, were in those days regarded as quite modest and unassuming dwellings, renting at the moderate rate of two or three hundred dollars a year. But the type has entirely disappeared from among the erections of recent years. Hundreds are still standing all through the older parts of the town, and most respectable and well-preserved specimens they are too, but under the anathema of "old-fashioned" their few frailties are derided and their many merits overlooked.

Immediately succeeding this type, some forty odd years ago or more, there appeared a very distinctly different style of design in the house-front that quite generally prevailed for the better class of dwellings for a short period, and nearly all the examples of which are still standing in unimpaired freshness, scattered through the better streets near the centre of the city still preserved for private residences. The first change was by no means one of retrogression, but rather a renaissance of more strictly classical and monumental proportions, as a reaction after the somewhat *ad libitum* and attenuated use of colonial details. These houses, usually separated from their neighbors on either side by narrow spaces for light and ventilation, had broad facades of brick with simply treated and well-disposed openings—a good classical cornice crowning the whole—and the chief ornamental feature being an admirably proportioned Doric or Ionic portico of white marble, usually projecting—sometimes merely "in antis," and rather of Greek than of Roman feeling in detail. This portico, only over the main entrance and of the same height as the principal story of the building, is altogether a most effective and appropriate thing in

its place, of just such degree of monumental dignity as may fittingly belong to a private residence, without being sufficiently obtrusive to suggest a public building—and it is altogether a distinct thing from that typical, ill-proportioned ante-bellum portico of the South, extending through two or three stories over the entire front of the house, and of which there are a few examples here, as there are also in more Northern towns. On the other hand, so good are these bits of Greek reproduction in Baltimore that their merits seldom fail to attract the attention of the architectural connoisseurs from other cities, and, indeed, we do not know of anything quite so good of the kind and of that period in New York, Philadelphia or Boston. One peculiar feature about these successful designs is that usually the name of no particular architect is connected with any of them, and, perhaps, the name of architect was never connected with the men who built them, but, be this as it may, if the same knowledge of classical proportions and details, and the ability to so intelligently reproduce them were possessed by half the men who claim the name of architect to-day, the world would be the better for it.

A word should be said here, in passing, in commendation of some few of the quite excellent facades to public buildings, somewhat antecedent to, or about the same period of these houses.

First, the little granite building on East Baltimore street, originally erected for a school, and which is a complete little Greek Doric temple, barring the windows on its side walls. About a mile west of this, on the corner of St. Paul street and Court-house

lane, is an admirable piece of refined Doric, forming the front of an old Court building, a mere screen to the totally insignificant structure behind it, but a very beautiful screen for all that. So good in fact is it, that when doomed to be taken down, as it now is, to make room for the new Court-house which will stand upon its ground, its classic beauty is to be preserved, and it is to be erected as an ornamental arch-way, or fountain, or statuary framing in one of the city parks. A ten minutes' walk farther on brings us to the corner of Charles and Franklin streets, and to that often-commended piece of Italian classic, the Unitarian Church, a most agreeable bit of architecture for the eye to rest upon at all times, and never more so than on a clear summer day; its round arches framed in by the thick dark-green vine closely clinging to its red-gray stucco walls, the sharp square corner of its roof-line and the low dome above against a deep blue sky, with the tall white marble columns of its opposite neighbor, the Athenæum Club, in the foreground. By moving a few steps only, from this point, we obtain a view of the rear of the Roman Catholic Cathedral, a building certainly of very dignified and imposing effect, notwithstanding the fact that it is a curiously composite structure, a rather severe, Romanesque, round-arched building of granite, to which has been added a huge Ionic portico in brownstone, with columns reproduced from those of the Erechtheum, and the whole surmounted by two small towers crowned with domes of Moorish form. In spite of these seeming incongruities, the Cathedral and its various dependent buildings, including the Archbishop's residence, now

known as the Cardinal's "Palace," form a group which from some points of view is strikingly picturesque and with a decided foreign suggestion about it.

And now with the close of this period of the "classic portico," about the middle of the century, even the most friendly spirit of criticism must turn to all that follows for the next twenty-five years with shame, and acknowledge not only that it finds no place for commendation, but rather that the kindest charity might say, in all that was done, there was really nothing to criticise. To a certain extent this was true for the same period in all our cities; it was the most debased age of American architecture over the whole country, but in Baltimore the fact seemed more glaringly emphasized than elsewhere. All the good things that had gone before seem to have left no results behind them in the taste of the builder or of the public, beyond suggestions for the most flagrant misuse of their weaker points and entire neglect of the better ones.

The story is an old one, a well-worn theme with slight variations in different cities. Like other ill things that take quick root, grow apace and die hard, these evil and unworthy things in brick and mortar are still repeating themselves, all over the city, often on the best streets where better things should be. But the inevitable reaction is also here, with strong evidence that its steps are at last turned in the right direction, and already there is to be seen in the streets of Baltimore not only a vast amount of building, but also some architecture.

There are several conditions that should be noted as somewhat peculiar to Baltimore which must inevitably



HARLEM PARK.

continue to influence the general appearance of the city, the principles upon which it is laid out and the manner in which its streets continue to be extended and developed. One of these is the ground-rent system, both irredeemable and redeemable, a system somewhat unique and complicated, with advocates who claim its advantages as safe investments, etc.; but, on the other hand, without going further into the much discussed question, it is enough to state that as it exists in Baltimore at present, and in the long past, it is evidently a great hindrance, for several reasons, to a free growth of good architecture on a large scale. Again the usual division of the city blocks, with some three hundred and fifty feet from street to street, intercepted by a network of narrow alleys lying between, naturally leads to a different style of house as regards many details from what one finds, for example, where the blocks are but two hundred feet deep with no intercepting alley ways, as in New York. A third element that has no little influence in deciding the character of a very extensive portion of the city is the franchise and foothold that has been obtained, not only by the two great railroad corporations, with their tracks and stations abruptly cutting off, here and there, what should have been a natural line of handsomely improved streets, but also the reckless occupation by the various city rapid transit lines of nearly all the principal streets and avenues, with no judicious reservation of convenient thoroughfares as handsome drive-ways and avenues inviting only a better class of residences. Still one other condition has had an indirect influence upon the general aspect of recent buildings here, namely: the apparent doubt which

arose in the public mind, some score of years ago, as to just in what direction the tide of wealth and fashion intended to flow for the future in building its homes, which resulted for some years in tentative incursions upon various lines and a lack of concentration at any one point. Up to that time the movement had been a perfectly legitimate and consistent progress in a northwesterly direction, and exactly the course, with little tendency to diversion, that was to have been expected from the natural development of the city, from the old days "over the bridge" to Battle-Monument Square, and finally to Mt. Vernon Place with Charles street and its immediate neighborhood. But at that point there was a hesitancy, and other quarters suggested possibilities. Madison Avenue and Eutaw Place put in their claims as approaches to Druid Hill Park, and even the distant Franklin and Lafayette squares, a long mile or more away to the westward had a word in the matter. Mt. Vernon Place began to look a little dingy and neglected, and the statue of Washington might almost have trembled, as, from the top of his tall marble shaft, he watched the invading army of boarding houses fast closing around his social stronghold, heretofore held impregnable. This state of things resulted in the best class of houses being for a long period quite scattered, and with the city's growth, no one street of special interest and local pride developed into a prominent and handsome avenue. A reaction of a few years ago, however, has now most effectually redeemed Mt. Vernon Place, and fashion has seemed to decree that, with the circle almost swept by the shadow of the Washington Monument as a nucleus, the streets spreading northerly

from it should have the preference. While the broad Eutaw Place, on the other hand, with the mile stretch of parks down its centre and its somewhat showy rows of houses, extending to the very gates of Druid Hill, is undoubtedly the most monumental avenue in the city, though really possessing few buildings of any special architectural merit.

It is quite obvious that three such positive conditions as these—the irredeemable ground rent, the alleys between the city blocks and the undecided locality for the centre of fashion, must have a decided effect upon the general aspect of any city and distinguish it from others where the same conditions do not exist. Such is undoubtedly a fact in regard to Baltimore. The result is apparent, although the causes may not be so readily recognized by the eye of a stranger. As all misfortunes are made bearable by some mitigating benefits, so it is claimed by many that out of these very conditions accrue many advantages relating to domestic comfort and economy, but they are certainly not so visible upon the surface as the few but more conspicuous evils.

Mount Vernon Place may justly be looked upon as the typical centre and nucleus of the City of Baltimore, both physically and morally, if one may use the expression in such a connection—a sort of concentrated essence of what is best in both the social and architectural spirit of the city. It is now very near the actual geographical centre, and, having for many years held undisputed sway from a fashionable and aristocratic standpoint, after passing the crisis of imminent danger of downfall, it has, in the last few years, under a spirit of loyal reaction been substantially redeemed, and once more, and for a long time to come, will

continue to be the most prominent social centre also. From its elevated position we may look eastward over one-half of the city, and obtain a very fair idea of its general aspect. Along the broad streets in three other directions one may have a nearer view of very nearly all of the several styles of house-architecture that are characteristic of the place, and while we stand there under the shadow of that column which is one of the best bits of architecture in the land, and notwithstanding the much-to-be-regretted opportunities, and mistakes of treatment all about us, we are forced to acknowledge that this is by far the most effective and monumental spot in the city, and among the few such to be found anywhere in the United States. The Washington Monument itself, in spite, perhaps, of admissible criticism as to some details, or based on some theoretical standpoint, rises above us nearly 200 feet in height, in all its majestic white marble and Greek Doric inspiration, calling forth universal admiration, and justly ranking as second only to what is regarded as the most successful of all commemorative shafts of modern times, the column of the Bastille in Paris. The groups of Barye and Dubois bronzes and the two colossal portrait statues in bronze, that adorn the parkings which lie around its base are undoubtedly incongruous adjuncts to the classic scheme of which the monument is the key note, but they are so good in themselves, and such an exceptionable group to find together in the open square of any city, that we must point to them also with pride and admiration. And hardly in less degree can we praise the merits of the Battle Monument in the Postoffice square, which, in spite also of the somewhat incongruous



LAKE DRIVE DRUID HILL PARK.

collection of "styles" of which it is composed, gives a result almost unique in a certain elegant beauty and grace of form and detail that we cannot recall as equalled in any similar composition.

All this, one may say, refers to what Baltimore has done in the past, are examples of a former period of building and of architectural style. What is the city doing to-day in the new method, the new conditions to be met in the midst of the busy building activity pervading all our American cities; what and where are her great new buildings? While they must speak for themselves, as they appear in their several kinds and characters all through her streets, we will frankly claim no great superiority for these, either in number or architectural merit, over those of other cities of the same relative importance. We would perhaps guide the stranger here and there through the town, and point out to him what we consider as among the best and most worthy things deserving his notice. He would not need to be told to admire and enjoy the beauty of our parks, however they may rank with those of other cities. We would show him, among other pleasant suburbs of very recent and rapid growth, the attractions of Roland Park and Walbrook. In the city proper we would ask him to look at the City Hall and the Post-Office, the Equitable, the Fidelity, and the Herald buildings, the Drovers & Mechanics' and the Merchants' National Banks, the Mercantile Trust and Deposit Company's building, the Synagogues on Eutaw Place and Madison avenue, and the buildings of the Methodist College and Church on St. Paul street, and at the same time tell him how good, among the older edifices, each in their own way, we thought the Episcopal

churches of St. Luke, Grace and old St. Paul's to be. We would point out to him the Rennert House and the Stafford as two of our largest and most important hotels, and the Arundel Flats as, so far, the most complete development in the city of the all-pervading apartment house scheme, which, till lately, has not found approval in Baltimore—the city of “small homes”—either as an investment or as a favorite place of residence, and we would show him, still only as a framed picture, the design for the great new Court House about to be erected and promised to be given to the people as a completed reality in three years.

Though the spirit of high building has reached Baltimore, with such lagging footstep did it approach, and so long after it had already become a familiar and essential feature in even much smaller cities, did we not unfortunately fear that a lack of confidence and enterprise had something to do with the matter, we might almost feel that a sense of discretion and fitness hesitated to thrust the new and doubtful innovation upon us, with our unrestrained capacity for lateral extension, and our old existing types of low and broad architecture. However, it is present with us now, in a mild form, comparatively to the prevalence of the epidemic in other places, but with most of its important features; and while the lateness of its arrival may bring the mitigating circumstance that fewer of the abnormally high buildings will be erected before a reaction of opinion and restricting ordinances begin to control excessive height, it may also have the unfortunate result that those which have already sprung into existence will stand isolated, conspicuous and hideous, destroying

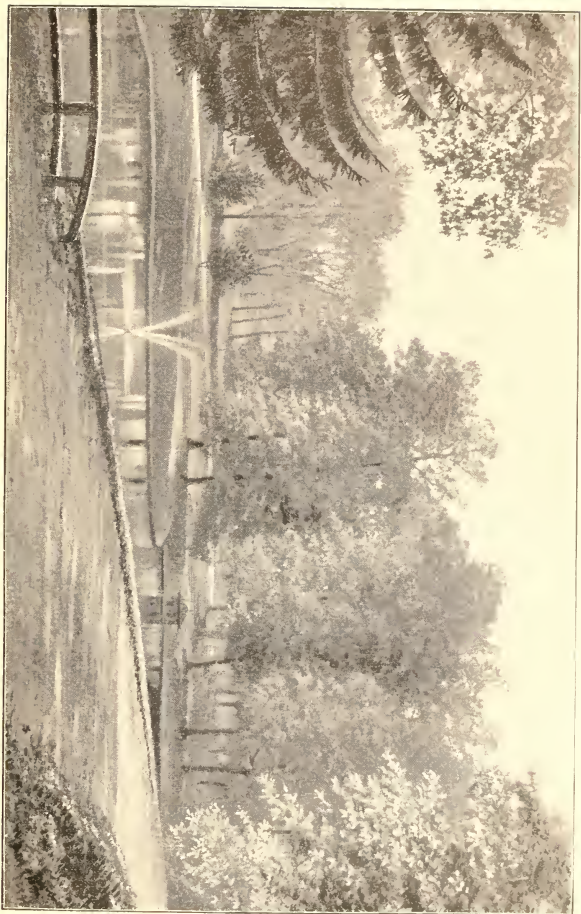


DRUID HILL PARK.

all symmetry and uniformity, and lacking even the somewhat impressive effect of continuous and uniform bigness that may be attained in the streets of some other cities.

Let us award to these buildings—this “style,” if we must, *faute de mieux*—all possible merit that the best of them can claim as actually good, because actually representing the spirit of the age. Is this a real architectural merit that we are recognizing, after all, or is it not rather the fact that the spirit of the age does not ask for architecture but only engineering, with the largest financial returns for the amount expended and space occupied, and only such architectural features superficially applied as will satisfy the popular desire for ornament and ostentation, equally satisfactory to the majority of the public when made by an ignorant draughtsman as when designed by a cultivated and intelligent artist? If truth is the standard to judge by, then the best of these tall buildings are those where these falsely applied architectural proportions to the wall-surface are frankly abandoned—as being no “outward and visible sign of the inward and spiritual grace” of real construction, and where the wall-surfaces that fill in the spaces of the concealed metal structure are simply pierced with openings that sufficiently give access and light to the interior and tell the true story of the building’s purpose. We do not say that some appropriate ornament may not be found to add to the beauty of these wall-surfaces and openings, or that the principal perpendicular and horizontal lines of the structure beneath might not be, to a certain extent, indicated on the exterior in the true spirit of design. Nor do we say that this method of construc-

tion is not, from many points of view, a very excellent practical way of housing the people of the nineteenth century, with a certain impressive effect about it of mere bigness, but we must admit that if all that which we have learned to call architecture, from prehistoric times till to-day, and which attained its epitome of perfect beauty of fitness and proportion in Greece, is one thing, then the modern ten or twenty-story building is another; if Athens and Rome and the Middle Ages and the renaissance and modern Paris is one thing, in their monumental dignity, symmetry and repose, then New York and Chicago and the "spirit of the age" is something else which is not dignity, symmetry nor repose; nor, in spite of apparently vast new sources of knowledge, can the average humanity of to-day claim any great physical, intellectual or moral superiority, or greater capacity for real happiness, or any nearer approach to heaven on the top of the Eiffel Tower than in the shadow of the Parthenon.



SWANN LAKE, DRUID HILL PARK.

PROGRAM

OF THE

NINTH CONVENTION OF THE NATIONAL ASSOCIATION OF BUILDERS.

TUESDAY, OCTOBER 15th, 1895.

Morning Session.

Address of Welcome, by Hon. Ferdinand C. Latrobe, Mayor of Baltimore.

Address by President of the Builders Exchange of Baltimore.

Address by President of the National Association of Builders.

Appointment of Committee on Credentials.

Address of Mr. Robert D. Andrews, of Boston, member of the American Institute of Architects. Subject:

"The Union of Building Trades Schools, with Schools of Architectural Design."

Afternoon.

There will be no regular session of the Convention on Tuesday afternoon.

WEDNESDAY, OCTOBER 16th, 1895.

Morning Session.

Report of Committee on Credentials.

Roll Call.

Appointment of Committee to report time and place of next Convention, and to nominate Officers for 1896.

Report of Secretary.

Report of Treasurer.

Reports of Standing Committees.

Reports of Special Committees.

Submission and Reference of Resolutions.

Afternoon Session.

Consideration of the Amendment to the Constitution.

FRIDAY, OCTOBER 18th, 1895.

Morning Session.

Report of the Committee on Resolutions, and action on same.

Report of the Committee on Time and Place of next Convention, and nomination of Officers.

Election of Officers.

Naming and Election of Directors for 1896.

Unfinished Business.

Miscellaneous.

ADJOURNMENT.

DIRECTORY OF THE National Association of Builders, 1894-'95.

OFFICERS, DIRECTORS, COMMITTEES AND FILIAL BODIES.

OFFICERS.

President :

NOBLE H. CREAGER, Baltimore, Md.

First Vice-President :

CHARLES A. RUPP, Buffalo, N. Y.

Second Vice-President :

JAMES MEATHE, Detroit, Mich.

Secretary :

WM H. SAYWARD, Boston, Mass.

Treasurer :

GEORGE TAPPER, Chicago, Ill.

Directors :

Baltimore, Md.,	E. L. BARTLETT.
Boston, Mass.,	E. NOYCE WHITCOMB.
Buffalo, N. Y.,	W. D. COLLINGWOOD.
Chicago, Ill.,	WILLIAM GRACE.
Cleveland, Ohio,	A. McALLISTER.
Detroit, Mich.,	ALEXANDER CHAPATON.
Indianapolis, Ind.,	GEO. W. STANLEY.
Lowell, Mass.,	E. S. FOSS.
Lynn, "	J. S. POOL,
Milwaukee, Wis.,	H. J. SULLIVAN,
New York, N. Y.,	STEPHEN M. WRIGHT.
Omaha, Neb.,	J. WALTER PHELPS.
Philadelphia, Pa.,	STACY REEVES.
Portland, Me.,	WM. N. SCOTT,
Providence, R. I.,	THOMAS B. ROSS.
Rochester, N. Y.,	N. N. EDGERTON
St. Louis, Mo.,	WILLIAM J. BAKER.
St. Paul, Minn.,	GEORGE J. GRANT.
Wilmington, Del.,	A. R. REED,
Worcester, Mass.,	CHARLES A. VAUGHAN.

Standing Committees.

Committee on Legislation :

E. L. Bartlett, Chairman,	Baltimore, Md.
W. D. Collingwood,	Buffalo, N. Y.
A. R. Reed,	Wilmington, Del.

Committee on Statistics :

George W. Stanley, Chairman,	Indianapolis, Ind.
Thomas B. Ross,	Providence, R. I.
Charles A. Vaughan,	Worcester, Mass.

Committee on Resolutions :

Stephen M. Wright, Chairman,	New York, N. Y.
William J. Baker,	St. Louis, Mo.
H. J. Sullivan,	Milwaukee, Wis.

Committee on Uniform Contract :

John S. Stephens, Chairman,	Philadelphia, Pa.
Arthur McAllister,	Cleveland, Ohio.
William Grace,	Chicago, Ill.

Committee on Building Law :

Warren A. Cononer, Chairman,	New York, N. Y.
Joseph Myles,	Detroit, Mich.
John P. Brady,	Baltimore, Md.

Committee on Trade Schools :

George Watson, Chairman,	Philadelphia, Pa.
J. G. McCarthy,	Chicago, Ill.
Ira G. Hersey,	Boston, Mass.
Anthony Ittner,	St. Louis, Mo.
John J. Roberts,	New York, N. Y.

Special Committee on Builders Exchange Buildings :

Charles W. Gindele, Chairman,	Chicago, Ill.
Henry Gurgo,	Detroit, Mich.
S. B. Sexton, Jr.,	Baltimore, Md.
William N. Young,	Boston, Mass.
W. S. P. Shields,	Philadelphia, Pa.
Alfred Lyth,	Buffalo, N. Y.
J. J. Quinn,	Milwaukee, Wis.
Isaac A. Hopper,	New York, N. Y.

**LIST OF EXCHANGES ENTITLED TO REPRESENTATION
AT THE NINTH CONVENTION, BALTIMORE, MD.**

Baltimore, Md.

The Builders Exchange, N. E. Cor. Charles and Lexington Sts.

Boston, Mass.

The Master Builders Association, 166 Devonshire St.

Buffalo, N. Y.

The Builders Association Exchange, Court and Pearl Sts.

Chicago, Ill.

The Builders and Traders Exchange, 34 Clark St.

Cleveland, Ohio.

The Builders Exchange, The Arcade.

Detroit, Mich.

The Builders and Traders Exchange, 92 Fort St., West.

Indianapolis, Ind.

The Builders Exchange, 31 South Pennsylvania St.

Lowell, Mass.

The Master Builders Exchange.

Lynn, Mass.

The Master Builders Association, 18 Andrew St.

Milwaukee, Wis.

The Builders and Traders Exchange, Grand Ave. and 5th St.

New York, N. Y.

The Mechanics and Traders Exchange, 289 Fourth Ave.

Omaha, Neb.

The Builders and Traders Exchange, New York Life Building.

Philadelphia, Pa.

The Master Builders Exchange, 18 to 24 South Seventh St.

Portland, Me.

The Builders Exchange, First National Bank Building.

Providence, R. I.

The Builders and Traders Exchange, 9 and 11 Custom House St.

Rochester, N. Y.

Builders and Building Supply Dealers Exchange, 27 East Main Street.

St. Louis, Mo.

The Builders Exchange, Telephone Building.

St. Paul, Minn.

The Builders Exchange, Seventh and Cedar Sts.

Wilmington, Del.

The Builders Exchange, 607 Market St.

Worcester, Mass.

The Builders Exchange, Knowles Building.

ROSTER

OF

THE NATIONAL ASSOCIATION OF BUILDERS

First Convention at Chicago, 1887.

President:—GEORGE C. PRUSSING, Chicago.

Vice-President:—J. MILTON BLAIR, Cincinnati.

Secretary and Treasurer:—WM. H. SAYWARD, Boston.

Second Convention at Cincinnati, 1888.

President:—J. MILTON BLAIR, Cincinnati.

1st Vice-President:—JOHN S. STEVENS, Philadelphia.

2d “ “ EDWARD E. SCRIBNER, St. Paul.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—JOHN J. TUCKER, New York, N. Y.

Third Convention at Philadelphia, 1889.

President:—JOHN S. STEVENS, Philadelphia.

1st Vice-President:—EDWARD E. SCRIBNER, St. Paul.

2d “ “ JOHN J. TUCKER, New York, N. Y.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

Fourth Convention at St. Paul, 1890.

President:—EDWARD E. SCRIBNER, St. Paul.

1st Vice-President:—JOHN J. TUCKER, New York, N. Y.

2d “ “ ARTHUR McALLISTER, Cleveland.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

Fifth Convention at New York, N. Y., 1891.

President:—JOHN J. TUCKER, New York, N. Y.

1st Vice-President:—ARTHUR McALLISTER, Cleveland.

2d " " ANTHONY ITTNER, St. Louis.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

Sixth Convention at Cleveland, 1892.

President:—ARTHUR McALLISTER, Cleveland.

1st Vice-President:—ANTHONY ITTNER, St. Louis.

2d " " IRA G. HERSEY, Boston.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

Seventh Convention at St. Louis, 1893.

President:—ANTHONY ITTNER, St. Louis.

1st Vice-President:—IRA G. HERSEY, Boston.

2d " " HUGH SISSON, Baltimore.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

Eighth Convention at Boston, 1894.

President:—IRA G. HERSEY, Boston.

1st Vice-President:—NOBLE H. CREAGER, Baltimore.

2d " " CHARLES A. RUPP, Buffalo.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

Ninth Convention at Baltimore, 1895.

President:—NOBLE A. CREAGER, Baltimore.

1st Vice-President:—CHARLES A. RUPP, Buffalo.

2d " " JAMES MEATHIE, Detroit.

Secretary:—WM. H. SAYWARD, Boston.

Treasurer:—GEORGE TAPPER, Chicago.

LIBRARY OF CONGRESS



0 003 661 035 9